Report of the
Bombay Chamber of Commerce
1881-82.

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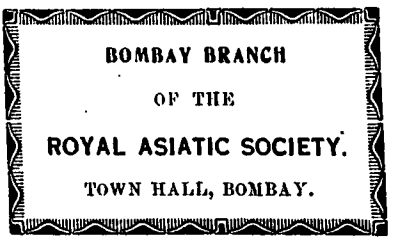


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# REPORT

OF THE

# BOMBAY CHAMBER OF COMMERCE

FOR THE

## YEAR 1881-82.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 18TH DECEMBER, 1882.

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1883.

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# Bombay Chamber of Commerce.

**ESTABLISHED 22nd SEPTEMBER 1836.**

*Honorary Members.*

WILLIAM RATHBONE, Esq., M.P. | A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq.

*Members.*

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BELL, BRANDENBURG & Co.
" BENN, ASHLEY & Co.
" BLASCHECK (A.) & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FORBES (C. H. B.) & Co.
" FORBES (SIR CHARLES) & Co.
" FRAMJEE, SANDS & Co.
" GADDUM & Co.
" GLADE & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" LANG, MOIR & Co.
" LATHAM, ABERCROMBIE & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" NARANDASS RAJARAM & Co.
" OWEN & OKELL.
" PEEL, CASSELS & Co.
" PELLY & Co.
" PUNNETT & Co.
" RALLI BROTHERS.
" RITCHIE, STEUART & Co.

Messrs. SASSOON (DAVID) & Co.
" SASSOON (E. D.) & Co.
" SPINNER (E.) & Co.
" TARIA TOPUN.
" VOLKART BROTHERS.
" WALLACE & Co.
AHMEDBHOY HUBIBBHOY, Esq.
DINSHAW MANOOKJEEPETIT, Esq.
MARSHALL (JOHN) Esq.
NANABHOY BYRAMJEE JEEJEEBHOY, Esq.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY COMPANY.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.

## RETIRING COMMITTEE.

Hon'ble W. M. MACAULAY, *Chairman.*
Mr. G. A. BARNETT, *Deputy Chairman.*

Mr. R. S. CAMPBELL
" H. W. JONES
" J. FACHIRI
" JOHN MARSHALL
" L. R. W. FORREST
} *Members.*

## COMMITTEE FOR 1883.

Mr. JAMES THORBURN, *Chairman.*
Mr. F. FORBES ADAM, *Deputy Chairman.*

Mr. E. J. REID
" J. L. MACKAY
" J. STEINER
" T. W. WOOD
" L. R. W. FORREST
} *Members*

Mr. JOHN GORDON, *Secretary.*

# HOLIDAYS UNDER CHARTER-PARTIES

## FOR THE YEAR 1883.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July, 1881, the Committee of the Chamber beg to inform the Public that the following are the days fixed by them to be Holidays under Charter-Parties for the year 1883 :—

| | | | |
|---|---|---|---|
| New Year's Day ... | 1st January 1883 ..... | Monday.. ..... | 1 Day. |
| Holi ..... | 23rd and 24th March . | Friday & Saturday ..... | 2 Days |
| Easter ..... | 23rd and 24th March. | Friday & Saturday ..... | 2 ,, |
| Queen's Birthday .. | 24th May..... | Thursday ..... | 1 Day. |
| Cocoanut Day ..... | 18th August ..... | Saturday ..... | 1 ,, |
| Janma Ashtami ... | 25th August ..... | Saturday ..... | 1 ,, |
| Pateti ..... ..... | 19th September ..... | Wednesday..... | 1 ,, |
| Dussera ..... | 11th October ..... | Thursday .. ..... | 1 ,, |
| Dewali ..... | 30th & 31st October.. | Tuesday & Wednesday | 2 Days |
| Mohurrum ..... | 12th November ..... ... | Monday..... | 1 Day. |
| Christmas ..... | 25th & 26th Dec. ..... | Tuesday & Wednesday. | 2 Days |

By order of the Committee,

DAVID WATSON,
Acting Secretary.

Bombay Chamber of Commerce, 20th December, 1882.

# PUBLIC HOLIDAYS

*Sanctioned by Government for the year* 1883, *under Section* 25 *of Act XXVI. of* 1881, *entitled the* "*Negotiable Instruments Act*, 1881."

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| | |
|---|---|
| For Easter and Holi ..... | Saturday, the 24th March. |
| For Ramnavami ..... | Saturday, the 14th April. |
| For Queen's Birthday ..... | Thursday, the 24th May. |
| For Cocoanut Day ..... | Saturday and Monday, the 18th and 20th August. |
| For Gokal Ashtami ..... | Saturday, the 25th August. |
| For Ganesh Chaturthi ..... | Wednesday, the 5th September. |
| For Parsi New Year's Day ... | Monday, Tuesday, and Wednesday, the 17th, 18th, and 19th September. |
| For Dasra ..... | Thursday, the 11th October. |
| For Diwali ..... | Monday, Tuesday, and Wednesday, the 29th, 30th, and 31st October. |
| For Mohurum ..... | Monday, the 12th November. |
| For Christmas ..... | Monday and Wednesday, the 24th and 26th December. |
| For the New Year ..... | Monday, the 31st December. |

# RULES AND REGULATIONS

OF THE

# Bombay Chamber of Commerce.

*Revised and adopted at the General Meeting held on the 5th December, 1879.*

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 20 per month, and that the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of seven Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot.
2. The ballot shall take place annually between the 1st and 20th days of December in each year, as may be fixed by the then sitting Committee; and the new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship refusing to act, there shall be a new election for both offices, by the Chamber : in the event of the gentleman at the head of the list for the Deputy Chairmanship refusing to act, there shall be a fresh election for that office alone.
11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railway and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of December, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; *and an Auditor shall be

*At the Annual General Meeting held on the 18th December, 1882, this addition was made.

appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

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## COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of

the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which disssent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :— Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

# RULES AND REGULATIONS

*For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.*

---

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to Measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

| | |
|---|---|
| The date and hour of measurement, | The name of the ship or steamer, |
| The number of the boat, | The number of bales, |
| The name of the tindal, | The marks of the bales, |
| The name of the shipper, | The measurement. |

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the ce[redacted] and the bales shall be re-measured on boar[redacted]

such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

# GENERAL RATES OF COMMISSION.

*Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October,* 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

| | Per Cent. |
|---|---|
| 1. On effecting insurance ... ... ... ... | ½ |
| 2. On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash ... ... ... ... ... | 2½ |
| 3. On the sale or purchase of goods of all denominations (except as under) ... ... ... ... ... | 5 |
| 4. On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged ... ... ... ... ... | 2½ |
| 5. On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ... | 2½ |
| 6. On the sale or purchase of treasure or bullion ... ... | 1 |
| 7. On the sale or purchase of cattle ... ... ... | 5½ |
| 8. On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds ... ... ... ... | 5 |
| 9. On goods consigned and afterwards withdrawn, invoice cost ... | 2½ |
| 10. On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale ... ... ... | 2½ |
| 11. On attending the delivery of contract goods to the Government or individuals... ... ... ... ... | 2½ |
| 12. On collecting house rent ... ... ... ... | 2½ |
| 13. On sale or purchase of private Bills of Exchange ... ... | 1 |
| 14. On effecting remittances by Bills of Exchange ... ... | 1 |
| 15. On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another ... ... ... | ½ |
| 16. On surrendering or depositing in the Treasury Government Securities of all descriptions ... ... ... ... | ½ |
| 17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent ... ... ... ... ... | 2 |
| 18. On debts when a process at law by arbitration is necessary ... | 2½ |
| 19. On debts when recovered by such means ... ... ... | 5 |
| 20. On managing the affairs of the estate for an executor or administrator ... ... ... ... | 5 |
| 21. On recovering funds from a bankrupt estate ... ... | 2½ |
| 22. On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise ... ... ... ... | 2½ |
| 23. On bills of exchange returned noted or protested ... ... | 1 |
| 24. On granting and cashing letters of credit ... ... | 2½ |
| 25. On becoming security to Government or public bodies in any case ... ... ... ... ... ... | 2½ |
| 26. On depositing Government paper as security for constituents.. | 1 |
| 27. On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged ... ... ... | 1 |
| 28. In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of ... ... ... ... | 1 |

NATIVE CONSIGNMENTS. Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight... ... ... ... ... 5
"When the freight is payable in sterling, the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31. On collecting freight ... ... ... ... ... 2½
32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party ... ... 5
33. On shipping goods of every description on which no commission for the purchase has been charged ... ... 2½
34. On shipping treasure, bullion, and jewellery ... ... 1
35. On ship's disbursements when in funds ... ... ... 1
36. On ship's disbursements when not in funds ... ... 2½
37. On account of passage-money, whether the same passes through the Agent's hands or not ... ... ... 5
38. For executing orders to Charter or engage Tonnage in Bombay or at outports ... ... ... ... ... 2½
39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* ... ... ... ... ... 2½
40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 2½
If Opium, Indigo, Raw Silk or Silk Goods ... ... 1½
If Treasure, Precious Stones, or Jewellery ... ... ½
41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo ... ... ... ... 5
42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

*Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule* 30 *of the General Rates of Commission which fixes the rate "on procuring freight."*

## SHIP FREIGHT INWARDS TO BOMBAY.
### PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

## SHIP FREIGHT OUTWARDS FROM BOMBAY.
### PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber on the 31st October, 1876 :—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week ; 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

## ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

## SHUT-OUT CARGO.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, should have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

## DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested.

# TONNAGE SCALE AT BOMBAY.

## STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

## SHIPS.

AT a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary":—

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co.,

and carried unanimously :—" That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—" That when Freight is payable on weight, the same is to be on the Nett Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the Special General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolution was passed :—

"That in any revision of the tonnage scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to, and the General Committee be authorized to add new articles to the tonnage scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the tonnage scale, should be sanctioned at a General Meeting of the Chamber."

| ARTICLES. | STEAMERS. | SHIPS. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Aloes, in kegs ... ... ... | 40 feet. | 16 cwt. |
| Alum, in bags ... ... ... | 16 cwt. | 20 ,, |
| Annato, in cases ... ... ... | 40 feet. | 50 feet. |
| Apparel ... ... ... ... | do. | 50 ,, |
| Arrowroot, in cases ... ... ... | do. | 50 ,, |
| Assafœtida, in cases ... ... ... | do. | 50 ,, |
| Bajree, in bags ... ... ... | 16 cwt. | 20 cwt. |
| Barilla ... ... ... ... | 16 do. | 20 ,, |
| Bees' Wax, in cases ... ... ... | 40 feet. | 50 feet. |
| Betelnut, in bags ... ... ... | 13 cwt. | 16 cwt. |
| Blackwood, in straight square logs ... | 40 feet. | 50 feet. |
| Do. otherwise ... ... ... | 16 cwt. | 20 cwt. |
| Books ... ... ... ... | 40 feet. | 50 feet. |
| Borax, in cases ... ... ... | do. | 50 ,, |
| Do. in bags ... ... ... | 16 cwt. | 20 cwt. |
| Bullion ... ... ... ... | per cent. | per cent. |
| Camphor, in cases ... ... ... | 40 feet. | 50 feet. |
| Canes, Rattans, in bundles ... ... | 13 cwt. | 16 cwt. |
| Cardamoms, in bundles ... ... | 40 feet. | 50 feet. |
| Cassia Lignea, Fistula, and Buds ... | do. | 50 ,, |
| Chasum ... ... ... ... | 8 cwt. | 10 cwt. |
| China Root, in cases ... ... ... | 40 feet. | 50 feet. |
| Cigars ... ... ... ... | do. | 50 ,, |
| Cinnamon, in bales ... ... ... | ... | 6 cwt. |
| Do. in cases ... ... ... | 40 feet. | 50 feet. |
| Cloves, in cases ... ... ... | do. | 50 ,, |
| Do. in bags or frazils ... ... | 8 cwt. | 10 cwt. |
| Coals ... ... ... ... | ... | 20 ,, |

| ARTICLES. | STEAMERS. | SHIPS. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Cocoa, in bags | 10 cwt. | 12 cwt. |
| Coculus Indicus, in bags | 13 do. | 16 ,, |
| Coffee, in cases | 40 feet. | 50 feet. |
| Do. in bags or frazils | 12 cwt. | 16 cwt. |
| Coir, in bales | 40 feet. | 50 feet. |
| Do. in bundles or loose | 5 cwt. | 6 cwt. |
| Do. Rope, in coils | 40 feet. | 8 ,, |
| Colocynth, in cases | do. | 50 feet. |
| Colombo Root, in bags | 8 cwt. | 14 cwt. |
| Copra, in robins | 8 do. | 12 ,, |
| Do. in bags | ... | 12 ,, |
| Coral, Rough (not specimen), in bags | 16 do. | 20 ,, |
| Cotton, in bales | 40 feet. | 50 feet. |
| Cowries, in cases | 40 do. | 50 ,, |
| Do. in bags | 16 cwt. | 20 cwt. |
| Cubebs | 10 do. | 12 ,, |
| Cummin Seed, in cases | 40 feet. | 50 feet. |
| Cutch or Terra Japonica, in bags or baskets, unscrewed | 13 cwt. | 16 cwt. |
| Dates, wet | 16 do. | 20 ,, |
| Do. dry | 13 do. | 16 ,, |
| Dragon's Blood, in cases | 40 feet. | 50 feet. |
| Ebony, square and straight | do. | 50 ,, |
| Do. otherwise | 16 cwt. | 20 cwt. |
| Elephants' Teeth, in cases | 40 feet. | 50 feet. |
| Do. in bundles | 14 cwt. | 18 cwt. |
| Do. loose | 16 do. | 20 ,, |
| Furniture | 40 feet. | 50 feet. |
| Galingals | 10 cwt. | 12 cwt. |
| Galls, in bags | 13 do. | 16 ,, |
| Do. in cases | 40 feet. | 50 feet. |
| Ginger, dry, in cases | do. | 50 ,, |
| Do. in bags | 10 cwt. | 12 cwt. |
| Gram | 15 do. | 20 ,, |
| Groundnuts, shelled | 13 do. | 16 ,, |
| Gums, of all kinds, in cases | 40 feet. | 50 feet. |
| Gum Olibanum, in bags | 13 cwt. | 16 cwt. |
| Hurtall, in cases | 40 feet. | 50 feet. |
| Hemp, in screwed bales | do. | 50 ,, |
| Do. loose or in bundles | 5 cwt. | 7 cwt. |
| Hides and Skins, in screwed bales | 40 feet. | 50 feet. |
| Do. loose and in small bundles. | do. | 12 cwt. |
| Horns, Buffalo and Cow, loose | 13 cwt. | 16 ,, |
| Do. Deer, loose | 6 do. | 8 ,, |
| Horn Tips, of any kind | 13 do. | 16 ,, |
| Indigo, in cases | 40 feet. | 50 feet. |
| Jackwood | do. | 50 ,, |
| Jowaree, in bags | 16 cwt. | 20 cwt. |
| Lac Dye, in shells or cases | 40 feet. | 50 feet. |
| Lang, in bags | 16 cwt. | 20 cwt. |
| Linseed, in bags | 16 do. | 18 ,, |
| Mace, in cases | 40 feet. | 50 feet. |
| Mother-o'-Pearl, in cases | do. | 50 ,, |
| Do. in bags | 16 cwt. | 20 cwt. |
| Mowra Flowers | 16 do. | 20 ,, |
| Mowra Seed, in bags | 13 do. | 16 ,, |
| Mumjeet or Madder Root, in cases or bales | 40 feet. | 50 feet. |
| Do. in bundles or bags | 8 cwt. | 12 cwt. |
| Musk, in cases | 40 feet. | 50 feet. |

| ARTICLES. | STEAMERS. | SHIPS. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Mussor, in bags ... ... ... | 16 cwt. | 20 cwt. |
| Myrabolams, in bags ... ... ... | 13 do. | 16 ,, |
| Niger Seed ... ... ... ... | 14 do. | 17 ,, |
| Nutmegs, in cases ... ... ... | 40 feet. | 50 feet. |
| Nux Vomica, in cases ... ... ... | do. | 50 ,, |
| Do. in bags ... ... ... | 13 cwt. | 16 cwt. |
| Oil, of any kind, in casks ... ... | 40 feet. | 210 Im. gals. |
| Oil-seeds—Teel, Rape, Mustard, Gingelly, and Castor ... ... ... ... | 14 cwt. | 17 cwt. |
| Opium ... ... ... ... | per chest. | per chest. |
| Paddy, in bags ... ... ... | 13 cwt. | 16 cwt. |
| Pepper, in bags ... ... ... | 13 do. | 16 ,, |
| Pimento ... ... ... ... | 12 do. | 14 ,, |
| Plumbago, in bags ... ... ... | 16 do. | 20 ,, |
| Poppy Seed, in bags (1½ cwt.) ... | 14 do. | 17 ,, |
| ,, ,, double bags (1½ ,, ) ... | 13 do. | 16 ,, |
| ,, ,, single bags (1¼ ,, ) ... | 14 do. | 17 ,, |
| ,, ,, double bags (1¼ ,, ) ... | 14 do. | 17 ,, |
| Rattans, in bundles ... ... ... | 13 do. | 16 ,, |
| Do. Ground ... ... ... | 13 do. | 16 ,, |
| Red Wood ... ... ... ... | do. | 16 ,, |
| Rhubarb, in cases ... ... ... | 40 feet. | 50 feet. |
| Rice, in bags ... ... ... ... | 16 cwt. | 20 cwt. |
| Safflower, in cases ... ... ... | 40 feet. | 50 feet. |
| Do. in screwed bales ... ... | do. | 50 ,, |
| Do. in bags ... ... ... | 8 cwt. | 10 cwt. |
| Sago, in cases ... ... ... | 40 feet. | 50 feet. |
| Sal Ammoniac, in cases ... ... | do. | 50 ,, |
| Do. in bags... ... ... | 15 cwt. | 18 cwt. |
| Saltpetre ... ... ... ... | 16 do. | 20 ,, |
| Sandal and Sapan Wood ... ... | 11 do. | 16 ,, |
| Sealing Wax, in cases ... ... ... | 40 feet. | 50 feet. |
| Senna, in bags ... ... ... | 5 cwt. | 6 cwt. |
| Do. in bales ... ... ... | 40 feet. | 50 feet. |
| Shells, Rough, in bags ... ... ... | 16 cwt. | 20 cwt. |
| Silk, in bales ... ... ... ... | 8 do. | 10 ,, |
| Do. in cases ... ... ... ... | 40 feet. | 50 feet. |
| Soap, in cases ... ... ... ... | do. | 50 ,, |
| Sugar, in bags ... ... ... ... | 16 cwt. | 20 cwt. |
| Talc ... ... ... ... ... | 16 do. | 20 ,, |
| Tallow ... ... ... ... ... | 40 feet. | 50 feet |
| Tamarinds ... ... ... ... ... | 15 cwt. | 18 cwt. |
| Tea, in chests... ... ... ... ... | 40 feet. | 50 feet. |
| Timber, Teak : Square Planks and Poon* | do. | 50 ,, |
| Do. Round, one-fifth off. ... | ... | ... |
| Tobacco, in bales ... ... ... | 40 feet. | 50 ,, |
| Tortoise Shells, in chests ... ... | do. | 50 ,, |
| Turmeric, in bags ... ... ... | 11 cwt. | 13 cwt. |
| Tutenague ... ... ... ... | 16 do. | 20 ,, |
| Unrated Wood ... ... ... | 11 do. | 14 ,, |
| Whanghees (*vide* Canes) ... ... | 13 do. | 16 ,, |
| Wheat ... ... ... ... | 16 do. | 20 ,, |
| Wines and Spirits, in casks ... ... | 40 feet. | 50 feet. |
| Do. in cases ... ... | do. | 50 ,, |
| Wool, in screwed bales... ... ... | do. | 50 ,, |
| Zedory ... ... ... ... | 16 cwt. | 20 cwt. |

*.* The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

# SCALE OF LANDING CHARGES,

## CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

*Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October*, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

| Articles. | How Charged. | Rs. | a. | p. |
|---|---|---|---|---|
| Almonds ... ... ... | Bag. | 0 | 1 | 0 |
| Alum ... ... ... ... | Ton. | 1 | 4 | 0 |
| Arrowroot ... ... ... | In moras of 1½ cwt. | 0 | 2 | 0 |
| Do. ... ... ... ... | In cases of 1 cwt. | 0 | 2 | 0 |
| Asphalte ... ... ... | Ton. | 1 | 4 | 0 |
| Assafœtida ... ... ... | Bag. | 0 | 6 | 0 |
| Beer and Porter ... ... ... | Hogshead. | 0 | 8 | 0 |
| Beads ... ... ... ... | Case. | 0 | 5 | 0 |
| Boilers ... ... ... ... | ... | Special. | | |
| Books ... ... ... ... | Ordinary Case. | 0 | 5 | 0 |
| Boots ... ... ... ... | Case. | 0 | 5 | 0 |
| Borax ... ... ... ... | Do. | 0 | 5 | 0 |
| Brassware (with cranage) ... ... | Ton. | 1 | 12 | 0 |
| Do. (without do.) ... ... | Do. | 1 | 4 | 0 |
| Brass Leaves ... ... ... | Case. | 0 | 2 | 0 |
| Bricks, Fire ... ... ... | Ton. | 1 | 4 | 0 |
| Bullion... ... ... ... | ... | Special. | | |
| Camphor ... ... ... | Case. | 0 | 4 | 0 |
| Do. ... ... ... ... | Tub. | 0 | 1 | 6 |
| Candles ... .. ... | Cwt. | 0 | 3 | 0 |
| Canvas... ... ... ... | Bale. | 0 | 5 | 0 |
| Cardamoms ... ... ... | Bag. | 0 | 2 | 0 |
| Do.... ... ... ... | In cases of 2 cwt. | 0 | 6 | 0 |
| Carpets ... ... ... | Package. | 0 | 7 | 0 |
| Carriages ... ... ... | Each. | 8 | 0 | 0 |
| Cashewnuts ... ... ... | Bag. | 0 | 2 | 0 |
| Cassia ... ... ... ... | Case. | 0 | 3 | 0 |
| Cement ... ... ... ... | Ton. | 1 | 12 | 0 |
| Chalk ... ... ... ... | Do. | 1 | 4 | 0 |
| Chillies ... ... ... ... | Bag. | 0 | 1 | 0 |
| Cheroots ... ... ... | In cases of 10,000 | 0 | 8 | 0 |
| Clay, China, or Fire ... ... | Ton. | 1 | 12 | 0 |
| Cloves ... ... ... ... | Bag not exceeding 1½ cwt. | 0 | 1 | 3 |
| Cochineal ... ... ... | Case. | 0 | 5 | 0 |
| Cocoanuts ... ... ... | Bundle. | 0 | 2 | 0 |
| Coal (on the South of the P. & O. Co.'s Dock) ... ... ... | Ton. | 0 | 12 | 0 |
| Do. (on the North of the P. & O. Co.'s Dock)... ... ... | Do. | 1 | 0 | 0 |
| Coffee (in Bags) ... ... ... | Do. | 1 | 8 | 0 |
| Coir ... ... ... ... | In bundles of cwt. | 0 | 1 | 0 |

| ARTICLES. | How Charged. | Rs. | a. | p. |
|---|---|---|---|---|
| Copper and Yellow Metal (in Cases) | Ton. | 1 | 12 | 0 |
| Do. do. (in Cakes or Slabs) | Do. | 1 | 6 | 0 |
| Copra | Bag. | 0 | 1 | 0 |
| Do. | Robbin. | 0 | 2 | 0 |
| Copperas or Sulphate of Copper | Ton. | 1 | 12 | 0 |
| Cotton, Full-pressed Bales | Bale. | 0 | 5 | 0 |
| Do. (Unpressed) in Docras and Half-pressed Bales | Cwt. | 0 | 1 | 6 |
| Crackers | Case. | 0 | 4 | 0 |
| Crockery | Cask or Crate. | 1 | 0 | 0 |
| Dates, dry (in Mats or Bags) | Cwt. | 0 | 1 | 0 |
| Do. wet ( do. do. ) | Do. | 0 | 1 | 0 |
| Drugs | Bag or Case. | 0 | 5 | 0 |
| Fishmaws and Sharkfins | Bag. | 0 | 4 | 0 |
| Flax | Bale. | 0 | 5 | 0 |
| Flour | Ton. | 1 | 12 | 0 |
| Fruits, dried (in Bags, &c.) | Cwt. | 0 | 1 | 0 |
| Ghee | Dubber. | 0 | 4 | 0 |
| Ginger, dried | Case or Bag. | 0 | 3 | 0 |
| Glass, Window | Case. | 0 | 2 | 0 |
| Grain of all sorts | Bag. | 0 | 1 | 0 |
| Groundnuts | Do. | 0 | 1 | 0 |
| Gums (in Bags) | Cwt. | 0 | 1 | 0 |
| Gunny Bags | Bale. | 0 | 6 | 0 |
| Do. Bundles (Bundle of 50) | Bundle. | 0 | 1 | 0 |
| Haberdashery and Millinery | Small Case. | 0 | 4 | 0 |
| Do. do. | Large do. | 0 | 6 | 0 |
| Hardware (with cranage) | Ton. | 1 | 12 | 0 |
| Do. (without do. ) | Do. | 1 | 4 | 0 |
| Hides (in pressed Bales) | Cwt. | 0 | 1 | 0 |
| Indigo | Case. | 0 | 6 | 0 |
| Ironmongery (with cranage) | Ton. | 1 | 12 | 0 |
| Do. (without do. ) | Do. | 1 | 4 | 0 |
| Iron (Loose and in Bundles) | Do. | 1 | 4 | 0 |
| Do. Pig | Do. | 1 | 0 | 0 |
| Jaghery | Bag. | 0 | 1 | 0 |
| Jute | Bale. | 0 | 5 | 0 |
| Lashings | Do. | 0 | 5 | 0 |
| Lead Sheets | Ton. | 1 | 12 | 0 |
| Mace | Case. | 0 | 3 | 0 |
| Machinery (weight or measurement as per Bill of Lading) | In pieces under a ton, per ton. | 1 | 12 | 0 |
| Marble Slabs | Do. | 2 | 0 | 0 |
| Matches | Case. | 0 | 5 | 0 |
| Mats of sorts | Cwt. | 0 | 1 | 0 |
| Medicine | Case. | 0 | 5 | 0 |
| Millinery and Haberdashery | Small Case. | 0 | 4 | 0 |
| Do. do. | Large do. | 0 | 6 | 0 |
| Nuts of sorts (in Bags) | Cwt. | 0 | 1 | 0 |
| Nutmegs (in Bags or Cases) | Do. | 0 | 1 | 0 |
| Oils (in Casks) | Ton. | 2 | 0 | 0 |
| Oil (Kerosine) | Case. | 0 | 1 | 0 |
| Oilmanstores | Large Case. | 0 | 3 | 0 |
| Do. | Small do. | 0 | 1 | 0 |
| Paper | Bale or Case. | 0 | 5 | 0 |
| Do. China | Do. | 0 | 3 | 0 |
| Paint (in Oil) | Ton. | 2 | 8 | 0 |
| Pepper (in Bags) | Cwt. | 0 | 1 | 0 |
| Pianos | Each. | 5 | 0 | 0 |
| Piece Goods from Europe | Bale or Case. | 0 | 5 | 0 |

| ARTICLES. | How Charged. | Rs. | a. | p. |
|---|---|---|---|---|
| Porter and Beer ... ... ... | Hogshead. | 0 | 8 | 0 |
| Quicksilver ... ... ... | Bottle. | 0 | 3 | 0 |
| Red Lead ... ... ... | Ton. | 1 | 12 | 0 |
| Rice ... ... ... ... | Bag not exceeding 1½ cwt. | 0 | 1 | 0 |
| Rope (with cranage) ... ... | Ton. | 2 | 0 | 0 |
| Do. (without do.) ... ... | Do. | 1 | 8 | 0 |
| Saffron ... ... ... ... | Case. | 0 | 5 | 0 |
| Safflower ... ... ... | Bag. | 0 | 2 | 0 |
| Saltpetre (in Bags) ... ... | Cwt. | 0 | 1 | 0 |
| Seeds, in Bags ... ... ... | Cwt. | 0 | 1 | 0 |
| Sharkfins and Fishmaws ... ... | Bag. | 0 | 4 | 0 |
| Shells (Mother-o'-Pearl), in Bags ... | Cwt. | 0 | 1 | 0 |
| Shellac ... ... ... ... | Case. | 0 | 4 | 0 |
| Silk, China ... ... ... | Bale. | 0 | 6 | 0 |
| Do. Pieces ... ... ... | Case. | 0 | 6 | 0 |
| Skins, Goat (in Bales or Bundles) ... | Cwt. | 0 | 1 | 0 |
| Spelter ... ... ... ... | Ton. | 1 | 4 | 0 |
| Spices, in Bags or Cases ... ... | Cwt. | 0 | 1 | 0 |
| Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints ... ... | Dozen. | 0 | 1 | 0 |
| Stationery ... ... ... | Package. | 0 | 5 | 0 |
| Steel (in Kegs and Loose) ... ... | Ton. | 1 | 4 | 0 |
| Sugar ... ... ... ... | Bag not exceeding 1½ cwt. | 0 | 1 | 3 |
| Sulphur ... ... ... | Ton. | 1 | 12 | 0 |
| Tallow ... ... ... ... | Cask. | 0 | 5 | 0 |
| Tea ... ... ... ... | Half Chest. | 0 | 1 | 0 |
| Do. ... ... ... ... | Whole do. | 0 | 2 | 0 |
| Timber, Logs and Squares ... ... | Ton of 50 C. Feet. | 1 | 4 | 0 |
| Do. Scantings, Shingles, &c. ... | Do. | 1 | 8 | 0 |
| Tin-Plates (in Boxes) ... ... | Ton. | 1 | 4 | 0 |
| Tobacco ... ... ... ... | Case. | 0 | 4 | 0 |
| Turmeric ... ... ... | Bag. | 0 | 1 | 0 |
| Tusks, Elephant ... ... ... | Bundle. | 0 | 6 | 0 |
| Do. do. ... ... ... | Piece. | 0 | 2 | 0 |
| Twist or Yarn ... ... ... | Bale. | 0 | 5 | 0 |
| Umbrellas ... ... ... | Case | 0 | 5 | 0 |
| Vermilion ... ... ... | Do. | 0 | 4 | 0 |
| Wine and other Liquors ... ... | Hogshead. | 0 | 10 | 0 |
| Do. ... ... ... | Quarter Cask. | 0 | 5 | 0 |
| Wool, Pressed ... ... ... | Bale. | 0 | 5 | 0 |
| Do. Unpressed ... ... ... | Bora. | 0 | 8 | 0 |
| Yellow Metal and Copper (in Cases). | Ton. | 1 | 12 | 0 |
| Do. do. do. (in Cakes & Slabs) | Do. | 1 | 6 | 0 |

# Bombay Port Trust.

*Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section* 73 *of Act VI. the "Bombay Port Trust Act" of* 1879, *and approved by the Government of Bombay under Section* 74 *of the same Act on the* 17*th day of December*, 1879.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be suppplied on application, and on no account is a vessel to enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever which may result from inaccurate or incorrect information having been furnished will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock; and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or entrances, but steam-power will be employed, and steam-vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam-power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness and supply for use such (steel wire or other) hawsers as may be required, also guy lines of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel, the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient, or from their breaking whilst in use.*

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels

* NOTE.—The check ropes for guiding vessels into dock and the extra labour required at the Pier Heads will be supplied free of charge. The fenders at the Pier Heads will also be maintained by the Trustees without charge.

or removing from one part of the Dock to another, or when lying therein, the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock, the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a perpendicular position close to the cat-head.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fair way of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

8. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

9. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, but always under the direction of the Dock Master or his Assistants; and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset, or when not in use, for which the Ship's Officers are alone responsible.

10. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

11. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

12. Fair proportion of Quay space shall be appropriated to each vessel, and in case of difference or dispute, it shall be determined by the Traffic Manager.

13. No Ballast, Baskets, Bottles, Oakum, Stones or other loose material shall be laid upon any Quay or Pier within three yards from

the margin of the Dock or Harbour; and no ballast, ashes or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT AND STORAGE OF GOODS ON THE QUAYS, WHARFS AND PREMISES OF THE DOCKS AND REMOVAL THEREFROM.

14. "No person shall without authority deposit on the quays, in the sheds, or in any other part of the Dock enclosure, any ashes, bilge water, cinders, dirt, dung, dust, rubbish sewerage, refuse, or shavings."

15. Masters of vessels loading or discharging Ashes, Ballast, Bricks, Cinders, Coals, Dust, Lime, Rubbish, Shingle, Stones, Tiles, or any other loose matter or thing, shall use for such purpose a canvas, cloth or wooden shoot, to the satisfaction of the Dock Master.

The following addition is made to Bye-law No. 15 :—

"Ashes, cinders, dust, and rubbish must be landed on the quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the dock."

16. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

17. No stages, planks or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Traffic Officer; and when the discharging or loading is completed, they shall be replaced on the Quay as the Traffic Officer may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading, shall be removed within two working hours from the Dock Quays.

18. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

19. The Trustees will not take charge of or be responsible for any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

20. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest or the Master's copies of the Bills of Lading have been deposited in the Traffic Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

21. Masters of vessels shall not refuse or neglect to produce any book, voucher or other document in connexion with the landing or shipping of cargo.

22. Masters of vessels shall be responsible for the proper slinging of cargo when discharging.

23. Packages of cargo shall be slung under the hatchway, and

under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

24. Masters of vessels will be responsible that single packages over 1½ tons in weight are not hoisted by the Dock cranes until the correct weight has been ascertained and a crane of sufficient power obtained.

25. When discharging iron Drainage Pipes or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

26. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.*

27. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the owner.*

27 A. Bye-laws 26 and 27 do not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops.

28. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

29. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Traffic Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Traffic Officers, and if not so removed, the Traffic Officers may remove them at the cost of the Owner, and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods or the Master of the vessel; and failing this being done, the Traffic Officers may cause the same to be watched at the Owner's expense.

30. No timber shall be discharged into the Docks without the consent of the Dock Master, and if so discharged by consent, shall be removed within twenty-four hours afterwards; and any timber laid on any Quay or other place, shall not be permitted to remain beyond the time allowed by the Traffic Officers.

31. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

32. Every Bill of Lading shall be specially endorsed, so as to clearly designate the party to whose order the contents are to be delivered.

33. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the

* NOTE.—Bye-laws 26 and 27 do not apply to service ammunition, whether for small arms or artillery embarked or disembarked with troops.

circumstances and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

34. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Traffic Manager.

35. Consignees applying for delivery of goods shall fill up a form in duplicate, showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Traffic Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

36. No person shall remove from the Wharves or Sheds, any goods other than those covered by the Custom Bill of Entry and the Port Trust Wharfage Receipt.

37. No Delivery Order can be received until the manifest of the cargo, duly certified by the Captain, has been deposited in the Traffic Office.

38. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Traffic Officer, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

39. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

40. Goods taken delivery of but not removed from the Dock enclosure, shall lie at the risk of the Owner or Consignee.

41. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks, does not commence until such goods have been received charge of by the Traffic Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Traffic Officers previous to the goods being removed from the Dock premises.

42. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Traffic Manager; in which case it must be separately noted in the Manifest or List of Cargo handed in, and specially handed over to the Traffic Manager himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof.

43. In case delivery of goods is made over the vessel's side into

boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

44. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere*, cannot be detained. Goods under stop for freight will not be delivered nor warrants granted until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

45. No stop for freight can be received after the goods have been transferred or a warrant granted.

46. The Trustees are not responsible for detention or delay of vessels, barges, lighters or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock owing to a glut of vessels or goods, or for a stoppage in the delivery of goods from the like cause.

47. No person, unless duly permitted by the Traffic Manager or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Traffic Manager.

48. No Stevedores or Muccadums will be allowed to work cargo on board any vessel in the Dock, but such as are licensed under the authority of the Trustees.

49. Goods for shipment will not be put on board unless the Customs export note, the Trustees' Receipt for Wharfage and Shipping Charges, and the Shipping Order are produced.

50. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway or footway at any time, nor under any shed, so as to prevent the free working of the gates.

51. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

52. Every Barge or Cargo Boat remaining in the Dock more than 12 hours after having received or discharged her cargo, will be subjected to a charge as under for every day or part of a day while she shall so remain :—

| | | Rs. | a. |
|---|---|---|---|
| Cargo Boat or Barge up to 15 tons | | 0 | 8 |
| Do. | above 15 and up to 25 tons | 0 | 12 |
| Do. | above 25 tons | 1 | 0 |

53. The admission of carts within the Dock premises, and their control when on the premises, will rest with the Traffic Officers.

54. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Traffic Manager, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the

enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

55. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Traffic Manager or other officer authorized by him, or by the Dock Master.

56. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Traffic Manager, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

57. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

58. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. "In computing the days for charging rents, Sundays and the hoildays enumerated above, as well as any days on which Imperial duty may not be received, will be omitted."

59. Application to work at night or on Sundays or on holidays will be made to the Traffic Manager, who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

60. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

WITH RESPECT TO THE PIERS, WHARFS, QUAYS, DOCK PREMISES AND CHANNELS AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

61. The Crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

62. Any anchor dropped in or near the Dock Channel, or entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

63. Any person who shall cut, deface or injure any mooring, rope, chain or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances, or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

64. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during

the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

65. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

66. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

67. Ship's Engines shall not be worked for trial in the Dock without due notice being given to and permission obtained in writing from the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ship's Engines.

68. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

69. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the Pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

70. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board-ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Traffic Officer, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats nor on the Quays.

71. All Boats, Barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

72. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

73. Bells are not to be struck to denote the hour on board ships in Dock.

74. No vicious or dangerous animals, and no loaded gun or other fire-arm, shall be kept on board any vessel in Dock.

75. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

76. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes or persons with infectious diseases.

77. No person shall molest, assault, resist, hinder, obstruct, impede or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employé of the Trust in the execution

of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

78. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure, is strictly prohibited.

79. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches, or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

80. Fires of coal, charcoal or coke may be used in the cabins, deck-houses, forecastles, and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

81. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ship's Engines for a reasonable period (say 3 hours) before a ship leaves, and (say 2 hours) after a vessel is berthed in the Dock.

82. All lights, whether oil lamps or candles, used on board vessels in Dock except as mentioned in clause 83, shall be in globes or secured lanterns.

83. Naked lights may be used only in the Engines and Boilers of vessels whilst under inspection and repair, or in duties connected therewith.

84. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless or negligent a manner as to risk or endanger the safety of or to ignite any goods, property or vessel in the Docks, or on the Dock premises.

85. All applications for special permission to use fires at any other than the prescribed hours, shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials, whenever demanded, and is to be returned to the Dock Master by 10 o'clock A.M. on the following day.

86. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

PENALTIES.

87. Any person convicted of having committed a breach of any of the foregoing Bye-laws, shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of 1879.*)

## (APPENDIX A.)

To

The DOCK MASTER
of the PRINCE'S DOCK,
Bombay.

Sir,

I have the honour to request that the undermentioned Vessel, of which I am Master, may be received into Dock on the _____ or as soon as practicable.

Name of Ship or Steamer _____
Do. of Owners _____
Description of Cargo _____
Gross Register Tonnage _____
Net do. do. _____
Exact present draft of water to inches _____
Deep load do. do. _____
Ballast do. do. _____
Extreme length of vessel over all including Bowsprit if any _____
Do. breadth do. do. do. _____
Has *not** Steam Appliances for Warping, &c.
Has *not** engaged a Steam Tug.
I hereby certify that the above information is correct.

BOMBAY HARBOUR, _____ 1879. } *Master of the* S.S. _____

* These negatives may be erased if necessary.

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## (APPENDIX B.)

PRINCE'S DOCK OFFICE,

*Permit.*

*Bombay*, _____ 188 .

The S. S. _____ will be received into Dock at about _____ M. on the _____ 188 , and should be brought into the Dock Channel under the directions of _____ not later than _____ M., and will be placed alongside the _____ Quay or Wharf at No. _____ berth.

*Dock Master*

TO THE COMMANDER OF THE S.S. _____

# BOMBAY PORT TRUST.

## RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

*Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of* 1875.

(Notification No. 28 published for general information in *Government Gazette*, dated 24th June, 1880.)

1. No vessel having gunpowder or other explosives in excess of 100 lbs weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Sîwri, and no vessel shall take on board such excess quantity within the above local limit.

2. As a general rule, in landing and depositing or taking on board such excess quantity, no combustible stores shall be conveyed in the same hoy with powder and ammunition. In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

3. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

4. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

5. In stowing such powder in the hold of the vessel, the barrels are to be carried, and on no account to be rolled over each other, unless tanned hides are laid down for the purpose of protection.

6. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

7. When such gunpowder or ammunition is being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights, nor smoking are under any circumstances to be permitted on board. Such shipment or discharge is only to be permitted between sunrise and an hour before sunset, and a red flag is to be displayed during shipment or discharge, from the highest foremasthead.

8. Every such vessel as last aforesaid when at anchor at night in the roadstead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

9. Barges, lighters, and vessels carrying such gunpowder or other

explosives shall not when at anchor lie closer to Bombay than one mile from the Middle Ground Battery nor within half a mile of any of the shipping.

10. When any vessel has such gunpowder, ammunition, or combustible stores on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

11. Smoking and carrying lucifer matches on board lighters for conveying such gunpowder are strictly prohibited.

12. No fire is to be allowed in the vessels, barges, or boats having on board or receiving such gunpowder.

13. Vessels, barges, and boats having or taking on board such gunpowder are to be kept scrupulously clean, and free from loose gunpowder.

14. In shipping or unshipping such ammunition or gunpowder, tanned hides or wadmiltilts are to be laid over that portion of the vessel over which the cases or barrels pass.

15. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

16. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters a foot long painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

17. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer, and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosive until the same has been deposited in the Magazine.

18. No percussion caps, fuzes, or other priming by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

19. Every person committing a breach of any of the above rules will be liable to fine under the provisions of Section 42 of Act XII. of 1875.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

*Bye-laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.*

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the Magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the Magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the Magazine.

10. The several persons whose duty obliges them to go into the Magazine shall invariably exchange their shoes for Magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the Magazine, the door in it, on any person entering, is to be shut before that of the Magazine is opened; and the inner door of the Magazine is to be shut before the outer one is opened on his going out.

12. The floors of the Magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept

free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—PRECAUTIONS AGAINST FIRE.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the Magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the Magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the Magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the Magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—CARE AND STORAGE OF GUNPOWDER.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows:—

*A.*—For gunpowder, &c., landed at the Magazine for custody pending importation and clearance through the Custom House on payment of duty.

*B.*—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

*C.*—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe, for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as

the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the Magazine receipt, and no powder shall be allowed to leave the Magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder room.

26. No powder shall be passed out of the Magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or any thing objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the Magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account be opened in the Magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the Magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floor ; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags ; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel

from which it is taken. In the journal of issue, the marks, dates &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the Magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the Magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the Magazine.

IV.—COOPERAGE.

36. All tools, instruments, or other articles used in the Magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the Magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer ma k ing the issue is to take care that the contractor by whom the package are received provides proper conveyance for the same; that the carts o wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

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MARINE DEPARTMENT,

BOMBAY CASTLE, *14th June*, 1880.

No. 26.—Under Section 43 of the Bombay Port Trust Act, 1879, the following scale of rates, framed by the Trustees of the Port for the

wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri, and sanctioned by Government, is published for general information :—

| | Wharfage. | | | Landing, storing, & delivering.* | | | Rent for 6 months or part of 6 months. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rs. | a. | p. | Rs. | a. | p. | Rs. | a. | p. |
| Case or Barrel up to 25 lbs. .. .. .. | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 6 | 0 |
| Do. above 25 lbs. up to 50 lbs. .. .. | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 12 | 0 |
| Do. above 50 lbs. up to 100 lbs. .. .. | 0 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 |
| For every 25 lbs. additional .. .. .. | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 6 | 0 |
| Percussion caps and loaded cartridges per cubic foot .. .. .. .. .. .. | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 6 | 0 |

When gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner half of the landing, storing, and delivery charges will be levied.

By order,
(Sd.) J. M. MACDONALD, Colonel,
Secretary to Government.

* Does not include any charge for boat hire.
Charge for loading and unloading carts 1 anna per cart.

# BOMBAY PORT TRUST.

## PILOTAGE RULES.

MARINE DEPARTMENT,
BOMBAY CASTLE, *11th February*, 1880.

No. 7.—Under section 74 of the Bombay Port Trust Act, 1879, the following bye-laws made by the Trustees of the Port of Bombay under section 72 of the said Act are published for general information :—

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The First Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall be also a Dock Master, who shall be under the control of the Port Officer, and shall have the rank of Second Assistant Port Officer.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistants under the orders of those officers.

They shall be stationed as follows :—

One at the Port Office, which shall be styled No. 1 Station.

One at the Prince's Dock, to be styled No. 2 Station.

One in charge of the Pilot Schooner to be styled No. 3, or the Outer Station.

### BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No. 1 Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and Transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance; and under the Port Officer shall have charge of the general conservancy of the Harbour.

2. *At No. 2 Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all wraps, ropes, fenders, tugs, boats and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No.* 3 *Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station; and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

### Regarding Pilot Vessels.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by and at the expense of the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz:—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of an inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, viz :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher grade, shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20 To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They

must hold certificates of good conduct, character and ability, and must undergo an examination by and produce a certificate from the Medical Officer appointed by the Trustees that they are physically fit and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they to all appearance enjoy good health.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or one of his Assistants.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilots shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner at which they must assist or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved

thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row ; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars ; also his License, a Tide Table, the Port Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible ; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels and on board the Pilot Schooners are to be observed and attended to.

35. Immediately after any vessel may have caused or sustained damage, touched the ground or got on shore while in their charge, pilots shall furnish a clear and explicit report of the same to the Port Officer ; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding ; time of occurrence thereof, bearings of known objects ; means used to get the vessel afloat, or clear ; state of wind, weather and tide ; length of time the vessel lay on the ground or in collision, and nature of the ground ; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot ; unless prevented by circumstances the Pilot will present the report personally, and he shall not after an accident has occurred and damage been caused or sustained take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. On arrival report containing intelligence of exceptional importance, and the arrival reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer ; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat, the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

40. When passing any Vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-war or other Government Boat to board to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way to retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

### Regarding Anchoring and Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored as a general rule South-South-West and North-North-East, between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor to the hawse; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored

not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine or other explosives shall, in the absence of special orders, be anchored not nearer than one and a half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

### Regarding Unmooring and Transporting.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a "non-self-fleeting windlass," that the chain is fleeted close over when the anchor is "short a peak" (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board.

### Regarding Outward Pilotage.

54. On taking charge of an out-ward bound vessel, the Pilot should not get the vessel underweigh unless the Commander is on board; in the event of his doing so, the Pilot will be held personally responsible for any or all accidents that may occur from any cause. He will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in the Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port

or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity or without his consent, is entiled over and above his share of the Pilotage fees to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade „ 10 „
If a 3rd Grade „ 8 „

in addition to board and lodging to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him if discharged from the ship sufficient time to return thereto; and in this last case he is entitled to his reasonable travelling expenses.

57. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will on boarding note the time, the bearing and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water entering the same in the Arrival Report, see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguish-

ing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

| | |
|---|---|
| Harbour Masters..... | 1—Flag B.<br>2—Pennant—C.<br>3— Do. —D. |
| 1st Grade Pilots ..... | 1—Pennant—F.<br>2— Do. —G.<br>3—Flag—H.<br>4—Do. —I.<br>5—Do. —K. |
| 2nd Grade Pilots..... | 1—Flag—L.<br>2—Do. —M.<br>3—Do. —N.<br>4—Do. —P.<br>5—Do. —Q. |
| 3rd Grade Pilots ..... | 1—Flag—R.<br>2—Do. —S.<br>3—Do. —T.<br>4—Do. —V.<br>5—Do. —W. |

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the Vessel's number has been repeated or replied to at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port stations, and arrangements will be made to take the vessel into Dock if the tide serves ; if not the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff and the vessel is to Anchor off the Channel.

### II.—Regarding Pay.

63. The gross receipts for Pilotage shall be divided as follows :—

One-half to be distributed amongst the Harbour Masters and Pilots according to the following scale :—

(*a*) 2 per cent. on the gross amount of "Inward" Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e. a.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the "Inward" Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a

Harbour Master shall afterwards pilot the vessel through the channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilots' share of the Pilotage of such vessel.

(*c*) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the "transporting fee." In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances, as may be due under the rules, shall be paid to the pilots on leave.

(*e*) After the above payments have been made, the remainder shall be distributed amongst the Pilots in the following proportions :—

| | | | |
|---|---|---|---|
| 5 First Grade Pilots shall receive | 8 | shares. | |
| 5 Second Grade do. | do. | 8 | ,, |
| 5 Third Grade do. | do. | 8 | ,, |

64. In calculating the pay accruing to Pilots, regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and—the Pilot Establishment being kept up at its full strength—take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

| | | | |
|---|---|---|---|
| Pilot | A | Rs. | 800 |
| ,, | B | ,, | 900 |
| ,, | C | ,, | 600 |
| ,, | D | ,, | 500 |
| ,, | E | ,, | 700 |
| | | | 3,500 |

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

| | | | |
|---|---|---|---|
| Pilot | F | Rs. | 700 |
| ,, | G | ,, | 600 |
| ,, | H | ,, | 500 |
| ,, | I | ,, | 600 |
| ,, | J | ,, | 900 |
| | | | 3,300 |

By 5 Third Grade Pilots from vessels on which Pilotage amounted Rs. 3,200 in the following proportions :—

| | | | |
|---|---|---|---|
| Pilot | K | ... | Rs. 800 |
| ,, | L | ... | ,, 600 |
| ,, | M | ... | ,, 500 |
| ,, | N | ... | ,, 700 |
| ,, | O | ... | ,, 600 |
| | | | 3,200 |
| | | | Rs. 10,000 |

The amount divisible amongst the whole of the Pilots would, under rule 67, be 50 per cent. of the gross earnings, which is Rs. 5,000, which would be divided as follows :—

| | | | |
|---|---|---|---|
| 2 per cent. of gross Inward Pilotage to Harbour Masters ... | Rs. | 100 | 0 0 |
| $\frac{6}{13}$ths of balance, *e. g.* Rs. 5,000—Rs. 100=Rs. 4,900 to 5 First Grade Pilots ... | Rs. | 1,960 | 0 0 |
| $\frac{5}{13}$ths do. do. 5 Second Grade do... | ,, | 1,633 | 5 4 |
| $\frac{4}{13}$ths do. do. 5 Third Grade do | ,, | 1,306 | 10 8 |
| | Rs. | 5,000 | 0 0 |

The $\frac{6}{13}$ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 1,960, what will A's share of gross earnings, *i.e.* Rs. 800 give ? Ans.

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | Rs. | | Rs. | 448 |
| B's | do. | do. | ,, | 900 | ,, | 504 |
| C's | do. | do. | ,, | 600 | ,, | 336 |
| D's | do. | do. | ,, | 500 | ,, | 280 |
| E's | do. | do. | ,, | 700 | ,, | 392 |
| | | | Rs. | 3,500 | Rs. | 1,960 |

According to the same method of calculation, the $\frac{5}{13}$ths shares divisible amongst the 2nd Grade Pilots would give—

| | | | | | | |
|---|---|---|---|---|---|---|
| Pilot | F | on his Rs. | 700 | of earings Rs. | 346 | 7 6 |
| ,, | G | ,, | 600 | ,, | 296 | 15 6 |
| ,, | H | ,, | 500 | ,, | 247 | 7 7 |
| ,, | I | ,, | 600 | ,, | 296 | 15 6 |
| ,, | J | ,, | 900 | ,, | 445 | 7 3 |
| | | Rs. | 3,300 | | Rs. 1,633 | 5 4 |

And the $\frac{4}{13}$ths shares divisible amongst 3rd Grade Pilots would give to—

| | | | | | | |
|---|---|---|---|---|---|---|
| Pilot | K | on his Rs. | 800 | of earnings Rs. | 326 | 10 8 |
| ,, | L | ,, | 600 | ,, | 245 | 0 0 |
| ,, | M | ,, | 500 | ,, | 204 | 2 8 |
| ,, | N | ,, | 700 | ,, | 285 | 13 4 |
| ,, | O | ,, | 600 | ,, | 245 | 0 0 |
| | | Rs. | 3,200 | | Rs. 1,306 | 10 8 |

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 68.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots on board Schooners or other vessels employed in the conveyance of Pilots shall be provided by the Harbour Masters or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11 also the amount of all Fines and the Fees for Licenses recovered from Pilots shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

### III.—Regarding Leave.

68. Leave of absence can never be claimed absolutely as of right; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted without pay for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 years' service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or Harbour Master holds substantive rank may be granted as follows:—After 11 months' uninterrupted duty, for not more than one month; after 22 months' uninterrupted duty, for not more than 2 months; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent ; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year ; such leave is not admissible in extension of leave of any other description ; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable : and in the case of a Pilot such allowance shall be calculated at the proportionate rate of earings of the grade to which he shall belong.

82. Leave on private affairs cannot he taken in continuation of any other leave ; but any leave granted under these Rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on Medical Certificate ; but leave on Medical Certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed) involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

| | | | |
|---|---|---|---|
| Harbour Master | ..... | Rs. 450 | per mensem. |
| 1st Grade Pilot | ..... | „ 400 | „ |
| 2nd „ | ..... | „ 330 | „ |
| 3rd „ | ..... | „ 265 | „ |

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

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# BOMBAY PORT TRUST.

## RATES TO BE CHARGED AT THE PRINCE'S DOCK.

*Sanctioned by the Government of Bombay on the 9th day of March,* 1880.

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per week, or part of a week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. | | | Exports. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Wharfage Fee. | Dock and Landing Charges. | Total Charge, Wharfage and Landing. | Wharfage Fee. | Dock and Shipping Charges. | Total Charge, Wharfage and Shipping |
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 0 4 0 | 0 4 0 | 1 | Acids ... ... ... ... | Case | 0 4 0 | 0 5 0 | 0 9 0 | 0 4 0 | 0 5 0 | 0 9 0 |
| 0 1 0 | 0 0 6 | 2 | Aërated waters ... ... | One dozen | 0 0 3 | 0 1 0 | 0 1 3 | 0 0 3 | 0 1 0 | 0 1 3 |
| 0 3 0 | 0 4 0 | 3 | Ale, Beer, Porter and Cider, in wood ... ... ... | Hogshead | 0 4 0 | 0 4 0 | 0 8 0 | 0 4 0 | 0 4 0 | 0 8 0 |
| 0 0 6 | 0 0 3 | 4 | Ale, Beer, Porter and Cider, in bottles ... ... | One doz. qts. or 2 doz. pints | 0 0 6 | 0 1 0 | 0 1 6 | 0 0 6 | 0 1 0 | 0 1 6 |
| | | 5 | Do. do. ... .. | Kilderkins | 0 2 0 | 0 2 0 | 0 4 0 | 0 2 0 | 0 2 0 | 0 4 0 |
| 0 8 0 | 0 8 0 | 6 | Almonds ... ... ... | Ton | 0 12 0 | 1 0 0 | 1 12 0 | 0 12 0 | 1 0 0 | 1 12 0 |
| 0 8 0 | 0 8 0 | 7 | Alum ... ... ... | ,, | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| 0 1 0 | 0 2 0 | 8 | Apparél, not accompanying passengers ... ... ... | Case or package | 0 2 0 | 0 5 0 | 0 7 0 | 0 2 0 | 0 5 0 | 0 7 0 |
| 0 8 0 | 0 8 0 | 9 | Arrowroot, country ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| Measurement. | Do. | 10 | Do. foreign ... ... | Case or package | Measurement. | | ... | Measurement. | | ... |
| | | 11 | Arsenic ... ... ... | Package | Do. | | ... | Do. | | ... |
| 0 8 0 | 0 4 0 | 12 | Asphalte ... ... ... | Ton | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| 0 8 0 | 0 12 0 | 13 | Assafœtida, refined ... ... | ,, | 2 8 0 | 1 8 0 | 4 0 0 | 2 8 0 | 1 8 0 | 4 0 0 |
| 0 2 0 | 0 2 0 | 14 | Do. do. ... ... | Case or package | 0 4 0 | 0 5 0 | 0 9 0 | 0 4 0 | 0 5 0 | 0 9 0 |
| 0 8 0 | 0 12 0 | 15 | Do. coarse ... ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| | | 16 | Attar—*see* Oils, perfumed. | | | | | | | |
| 1 0 0 | 1 0 0 | 17 | Bagatelle Tables ... | Each | 2 0 0 | 3 0 0 | 5 0 0 | 2 0 0 | 3 0 0 | 5 0 0 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | 0 | 0 | 2 | 0 | 20 | Bangles, foreign | | | Case | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 21 | Bardans | | | Bundle or package | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| 0 | 2 | 0 | 0 | 2 | 0 | 22 | Beads in cases | | | Case | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| | | | | | | 23 | Beeda nuts—*see* Myrabolams. | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 3 | 0 | 0 | 4 | 0 | 24 | Beef and Pork | | | Tierce | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 9 | 0 |
| 0 | 2 | 0 | 0 | 2 | 0 | 25 | Do. do. | | | Barrel | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| | | | | | | 26 | Beer—*see* Ale. | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 0 | 0 | 2 | 0 | 27 | Bees' Wax | | | Package | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 28 | Betel-nut | | | Ton | 0 | 9 | 0 | 1 | 4 | 0 | 1 | 13 | 0 | 0 | 9 | 0 | 1 | 4 | 0 | 1 | 13 | 0 |
| 6 | 0 | 0 | 4 | 0 | 0 | 29 | Billiard Tables | | | Each | 5 | 0 | 0 | 5 | 0 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 10 | 0 | 0 |
| 0 | 8 | 0 | 0 | 6 | 0 | 30 | Biscuits, ship | | | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| Measurement. | | | | | | 31 | Do. in cases | | | Case | Measurement. | | | | | | | | | Measurement. | | | | | | | | |
| 0 | 1 | 0 | 0 | 1 | 0 | 32 | Do. in tins, loose | | | One dozen | 0 | 3 | 0 | 0 | 1 | 6 | 0 | 4 | 6 | 0 | 3 | 0 | 0 | 1 | 6 | 0 | 4 | 6 |
| 0 | 1 | 0 | 0 | 1 | 0 | 33 | Bloodstones | | | Case or package | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| Special. | | | | | | 34 | Boats, Jolly | | | Each | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 8 | 0 |
| Special. | | | | | | 35 | Boilers, see special rates at pages 70 & 91 | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | 0 | 0 | 8 | 0 | 36 | Bones, bone dust and meal | | | Ton | 0 | 9 | 0 | 1 | 4 | 0 | 1 | 13 | 0 | 0 | 9 | 0 | 0 | 10 | 0 | 1 | 3 | 0 |
| Measurement. | | | | | | 37 | Books | | | Case or package | Measurement. | | | | | | | | | Measurement. | | | | | | | | |
| Do. | | | | | | 38 | Boots and Shoes, foreign | | | | Do. | | | | | | | | | Do. | | | | | | | | |
| 0 | 8 | 0 | 0 | 8 | 0 | 39 | Borax, unrefined | | | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| 0 | 2 | 0 | 0 | 2 | 0 | 40 | Bottles, empty | | | Gross | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| | | | | | | 41 | Brass Leaves—*see* Orsidue. | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 8 | 0 | 0 | 6 | 0 | 42 | Brass of sorts, and Brass-ware | | | Ton | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 |
| Measurement. | | | | | | 43 | Do. do. when no weight given. | | | | Measurement. | | | | | | | | | Measurement. | | | | | | | | |
| 0 | 1 | 0 | 0 | 0 | 6 | 44 | Bricks, Bath | | | Case | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 6 |
| 0 | 8 | 0 | 0 | 6 | 0 | 45 | Do. Fire | | | Ton | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 46 | Buckets, iron | | | One dozen | 0 | 1 | 6 | 0 | 1 | 6 | 0 | 3 | 0 | 0 | 1 | 6 | 0 | 1 | 6 | 0 | 3 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 47 | Bullion, Specie, Gold and Silver-ware, Plate, &c. | | | Box or case | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 48 | Camphor | | | Ton | 1 | 4 | 0 | 1 | 8 | 0 | 2 | 12 | 0 | 1 | 4 | 0 | 1 | 8 | 0 | 2 | 12 | 0 |
| 0 | 2 | 0 | 0 | 2 | 0 | 49 | Camphor-wood Drawers and Boxes | | | Each piece | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 |
| 0 | 1 | 0 | 0 | 0 | 6 | 50 | Candles | | | Cwt. | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| | | | | | | 51 | Canes—*see* Rattans. | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2 | 0 | 0 | 2 | 0 | 52 | Canvas | | | Bale | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 8 | 0 |
| 0 | 1 | 0 | 0 | 0 | 6 | 53 | Do. | | | Bolt | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. | | | Exports. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Wharfage Fee. | Dock and Landing Charges. | Total Charge, Wharfage and Landing. | Wharfage Fee. | Dock and Shipping Charges. | Total Charge, Wharfage and Shipping. |
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 0 2 0 | 0 2 0 | 54 | Cardboards, straw boards ... | Case or bale | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 4 0 | 0 6 0 |
| 0 3 0 | 0 2 0 | 55 | Carpets... ... ... ... | Case or package | 0 4 0 | 0 7 0 | 0 11 0 | 0 4 0 | 0 7 0 | 0 11 0 |
| 0 1 0 | 0 2 0 | 56 | Cardamoms ... ... ... | Cwt. | 0 2 0 | 0 2 0 | 0 4 0 | 0 2 0 | 0 2 0 | 0 4 0 |
| | | 57 | Do. bastard—*see* Spices. | | | | | | | |
| 3 0 0 | 2 8 0 | 58 | Carriages four-wheeled... ... | Each | 4 0 0 | 8 0 0 | 12 0 0 | 4 0 0 | 8 0 0 | 12 0 0 |
| 2 0 0 | 1 4 0 | 59 | Do. two-wheeled .. ... | ,, | 3 0 0 | 7 0 0 | 10 0 0 | 3 0 0 | 7 0 0 | 10 0 0 |
| 0 8 0 | 0 8 0 | 60 | Cassa-ware ... ... ... | Ton | 0 8 0 | 1 8 0 | 2 0 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| 0 1 0 | 0 1 0 | 61 | Casks and Hogsheads, empty ... | Each | 0 1 0 | 0 1 6 | 0 2 6 | 0 1 0 | 0 1 6 | 0 2 6 |
| 0 0 9 | 0 0 6 | 62 | Do. half and quarter ... | ,, | 0 0 6 | 0 0 9 | 0 1 3 | 0 0 6 | 0 0 9 | 0 1 3 |
| 0 2 0 | 0 1 6 | 63 | Butts, pipes and puncheons ... | ,, | 0 1 6 | 0 2 0 | 0 3 6 | 0 1 6 | 0 2 0 | 0 3 6 |
| 0 8 0 | 0 8 0 | 64 | Cement... ... ... ... | Ton | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| 0 8 0 | 0 6 0 | 65 | Chalk ... ... ... ... | ,, | 0 6 0 | 1 4 0 | 1 10 0 | 0 6 0 | 1 4 0 | 1 10 0 |
| Measurement. | | 66 | Cheese, in cases ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| 0 0 6 | 0 0 3 | 67 | Do. loose ... ... ... | Each | 0 0 3 | 0 0 3 | 0 0 6 | 0 0 3 | 0 0 3 | 0 0 6 |
| | | 68 | Chemicals—*see* Drugs and Medicines. | | | | | | | |
| 0 8 0 | 0 8 0 | 69 | Chillies, dried ... ... ... | Ton | 0 9 0 | 1 4 0 | 1 13 0 | 0 9 0 | 1 4 0 | 1 13 0 |
| 0 8 0 | 0 8 0 | 70 | China, copper cash ... ... | ,, | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| 0 6 0 | 0 3 0 | 71 | Do. white copper-ware ... | Case | 0 3 0 | 0 5 0 | 0 8 0 | 0 3 0 | 0 5 0 | 0 8 0 |
| 0 3 0 | 0 2 0 | 72 | Do. garden seats ... ... | Each | 0 2 0 | 0 2 0 | 0 4 0 | 0 2 0 | 0 2 0 | 0 4 0 |
| Measurement. | | 73 | Do. and Japan-ware ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| 0 1 6 | 0 0 9 | 74 | Do. ware in rolls, large .. | One dozen | 0 3 0 | 0 3 0 | 0 6 0 | 0 3 0 | 0 3 0 | 0 6 0 |
| 0 1 6 | 0 0 6 | 75 | Do. do. small ... | ,, | 0 1 6 | 0 1 6 | 0 3 0 | 0 1 6 | 0 1 6 | 0 3 0 |
| 0 1 0 | 0 0 6 | 76 | Do. Preserves, Chow-chow, &c. | Case of ½ doz. & over | 0 2 0 | 0 3 0 | 0 5 0 | 0 2 0 | 0 3 0 | 0 5 0 |
| 0 1 0 | 0 0 3 | 77 | Do. do. ... ... | Case of under ½ doz | 0 1 0 | 0 2 0 | 0 3 0 | 0 1 0 | 0 2 0 | 0 3 0 |
| 0 8 0 | 0 8 0 | 78 | Do. Roots ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measurement. | | | | | | | | | | | | | | | | | | |
| 0 | 8 | 0 | 0 | 8 | 0 | 79 | Cigars or Cheroots ... ... | Case | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 80 | Clay, China and fire ... ... | Ton | | | | | | | | | | | | | | | | | |
| 0 | 6 | 0 | 0 | 4 | 0 | 81 | Clocks ... ... ... | Case of under 8 c. ft. | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 0 |
| 0 | 8 | 0 | 0 | 2 | 0 | 82 | Do. ... ... ... ... | Case over 8 c. ft. | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 |
| | | | | | | 83 | Coal, coke, cinders, ashes patent fuel dust and rubbish... ... | Ton | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 14 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 84 | Cocoanuts, in packages... ... | Package | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| 0 | 1 | 3 | 0 | 1 | 0 | 85 | Cochineal ... ... ... | Cwt. | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 3 | 3 |
| 0 | 8 | 0 | 0 | 8 | 0 | 86 | Coffee ... ... .. ... | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| 0 | 1 | 6 | 0 | 1 | 0 | 87 | Coins, copper ... ... ... | Box or package | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| | | | | | | 88 | Do. gold and silver—*see* Bullion. | | | | | | | | | | | | | | | | | | | |
| 0 | 8 | 0 | 0 | 8 | 0 | 89 | Coir, fibre ... ... ... | Ton | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 90 | Coir, pressed ... ... ... | Bale | 0 | 1 | 6 | 0 | 4 | 0 | 0 | 5 | 6 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 3 | 6 |
| 0 | 12 | 0 | 0 | 8 | 0 | 91 | *Coir rope, cable*, cordage and yarn | Ton | 0 | 9 | 0 | 0 | 12 | 0 | 1 | 5 | 0 | 0 | 9 | 0 | 0 | 12 | 0 | 1 | 5 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 92 | *Colombo*-root ... ... ... | ,, | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| Measurement. | | | | | | 93 | Confectionery ... ... ... | Case | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| 0 | 12 | 0 | 0 | 6 | 0 | 94 | Copper-sheets ... ... ... | Ton | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| 0 | 8 | 0 | 0 | 6 | 0 | 95 | Do. cakes, slabs or tiles ... | ,, | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| 0 | 8 | 0 | 0 | 6 | 0 | 96 | Do. ware and wire ... ... | ,, | 0 | 8 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 |
| Measurement. | | | | | | 97 | Do. do. when no weight is given | Package | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| 0 | 12 | 0 | 0 | 8 | 0 | 98 | Copperas, Sulphate of Iron and Sulphate of Copper ... ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| | | | | | | | | ,, | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 99 | Copra ... ... ... ... | Box | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 13 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 13 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 100 | Coral ... ... ... ... | Case | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| Measurement. | | | | | | 101 | Do. imitation... ... ... | | | | | | | | | | | | | | | | | | | |
| 0 | 12 | 0 | 0 | 10 | 0 | 102 | Cordage and Rope—Hemp, Europe and Manilla ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| | | | | | | | | ,, | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 9 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 103 | Coriander seed ... ... ... | Bale or case | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| Measurement. | | | | | | 104 | Corks ... ... ... ... | Bale | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 6 |
| 0 | 3 | 0 | 0 | 2 | 0 | 105 | Cotton, raw, pressed* ... ... | Bale or docra of over 3 cwts. | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 9 | 0 |
| 0 | 6 | 0 | 0 | 3 | 0 | 106 | Cotton, raw, unpressed | Do. under 3 cwts. | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 6 |
| 0 | 3 | 0 | 0 | 1 | 6 | 107 | Do. do. ... ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 108 | Cowries ... ... ... | Case of 1 picul of 133 lbs. | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| Special. | | | | | | 109 | Crackers, China | Do. under 1 picul. | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Do. | | | | | | 110 | Do. ... ... ... ... | | | | | | | | | | | | | | | | | | | |

* Cotton intended for export from Prince's Dock which has already paid the Trustees full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East wharf of the dock without payment of additional wharfage fee.

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. | | | Exports. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Wharfage Fee. | Dock and Landing Charges. | Total Charge, Wharfage and Landing. | Wharfage Fee. | Dock and Shipping Charges. | Total Charge, Wharfage and Shipping. |
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Measurement. | | 111 | Crockery, Queen's porcelain and earthenware ... ... | Crate or hhd. | Measurement. | | ... | Measurement. | | ... |
| 0 8 0 | 0 8 0 | 112 | Cummin seed ... ... ... | Ton | 1 4 0 | 1 8 0 | 2 12 0 | 1 4 0 | 1 8 0 | 2 12 0 |
| Measurement. | | 113 | Cutlery ... ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| Special. | | 114 | Dammer ... ... ... | Ton | 0 9 0 | 1 8 0 | 2 1 0 | 0 9 0 | 1 8 0 | 2 1 0 |
| 0 8 0 | 0 8 0 | 115 | Dates, dry ... ... ... | ,, | 0 9 0 | 1 0 0 | 1 9 0 | 0 9 0 | 1 0 0 | 1 9 0 |
| 0 8 0 | 0 8 0 | 116 | Do. wet ... ... ... | ,, | 0 9 0 | 0 12 0 | 1 5 0 | 0 9 0 | 0 12 0 | 1 5 0 |
| 0 2 0 | 0 1 0 | 117 | Do. in pots ... ... ... | One doz. pots | 0 4 0 | 0 2 0 | 0 6 0 | 0 4 0 | 0 2 0 | 0 6 0 |
| 0 12 0 | 0 8 0 | 118 | Disinfecting powder ... ... | Ton | 0 8 0 | 1 8 0 | 2 0 0 | 0 8 0 | 1 8 0 | 2 0 0 |
| Measurement. | | 119 | Drugs and medicines, foreign, not enumerated ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| 0 8. 0 | 0 8 0 | 120 | Dyes, country and foreign in bulk ... ... ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| 0 3 0 | 0 1 0 | 121 | Do. foreign ... ... ... | Case or package | Measurement. | | ... | Measurement. | | ... |
| 0 3 0 | 0 1 0 | 122 | Dragon's blood ... ... ... | ,, | 0 2 0 | 0 5 0 | 0 7 0 | 0 2 0 | 0 5 0 | 0 7 0 |
| | | 123 | Earthenware, foreign—*see* Crockery. | | | | | | | |
| 0 12 0 | 0 8 0 | 124 | Earthenware, piping, retorts, &c., for drainage ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| | | 125 | Elephant's tusks and Moye's teeth—*see* Ivory. | | | | | | | |
| 0 4e 0 | 0 2 0 | 126 | Fans ... ... ... ... | Case | 0 2 0 | 0 5 0 | 0 7 0 | 0 2 0 | 0 5 0 | 0 7 0 |
| 0 12 0 | 0 10 0 | 127 | Fat, Grease, Lard, and Tallow ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| 0 4 0 | 0 2 0 | 128 | Feathers ... ... ... | Case or package | 0 2 0 | 0 5 0 | 0 7 0 | 0 2 0 | 0 5 0 | 0 7 0 |
| Measurement. | | 129 | Felt ... ... ... ... | Bale | Measurement. | | ... | Measurement. | | ... |
| 1 0 0 | 1 0 0 | 130 | Fishmaws ... ... ... | Ton | 1 4 0 | 1 0 0 | 2 4 0 | 1 4 0 | 1 0 0 | 2 4 0 |
| 0 4 0 | 0 2 0 | 131 | Flax ... ... ... ... | Bale | 0 2 0 | 0 5 0 | 0 7 0 | 0 2 0 | 0 5 0 | 0 7 0 |
| 0 12 0 | 0 8 0 | 132 | Flour ... ... ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |

| | | |

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. Wharfage Fee. | Imports. Dock and Landing Charges. | Imports. Total Charge, Wharfage and Landing. | Exports. Wharfage Fee. | Exports. Dock and Shipping Charges. | Exports. Total Charge, Wharfage and Shipping. |
|---|---|---|---|---|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| | | 166 | Hats & Caps—*see* Haberdashery. | | | | | | | |
| Special. | Special. | 167 | Hay and straw, pressed ... | Bale | 0 0 6 | 0 4 0 | 0 4 6 | 0 0 6 | 0 4 0 | 0 4 6 |
| 0 8 0 | 0 6 0 | 168 | Hemp, loose, in bundles ... | Ton | 0 9 0 | 1 4 0 | 1 13 0 | 0 9 0 | 1 4 0 | 1 13 0 |
| 0 4 0 | 0 2 0 | 169 | Do. pressed ... ... ... | Bale | 0 1 0 | 0 5 0 | 0 6 0 | 0 1 0 | 0 2 0 | 0 3 0 |
| 0 4 0 | 0 2 0 | 170 | Hessians ... ... ... | ,, | 0 3 0 | 0 5 0 | 0 8 0 | 0 3 0 | 0 5 0 | 0 8 0 |
| 0 8 0 | 0 4 0 | 171 | Hides, buffalo, &c. ... ... | One hundred | 0 8 0 | 0 8 0 | 1 0 0 | 0 8 0 | 0 8 0 | 1 0 0 |
| 0 12 0 | 0 8 0 | 172 | Horns of kinds ... ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 0 10 0 | 1 6 0 |
| .. | ... | 173 | Ice ... ... ... ... | ,, | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| ... | ... | 174 | Do. small quantities for use of ships in dock ... ... | Free | ... | ... | ... | ... | ... | ... |
| | | 175 | Incense—*see* Olibanum. | | | | | | | |
| Measurement. | Measurement. | 176 | Indian Condiments ... ... | Case | Measurement. | | ... | Measurement. | | .. |
| 0 8 0 | 0 8 0 | 177 | Indigo ... ... ... ... | Ton | 1 0 0 | 1 8 0 | 2 8 0 | 1 0 0 | 1 0 0 | 2 0 0 |
| Measurement. | Measurement. | 178 | Instruments, drawing, mathematical, musical, &c., not enumerated ... ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| 0 6 0 | 0 3 0 | 179 | Ink ... ... ... ... | Case or package. | 0 3 0 | 0 8 0 | 0 11 0 | 0 3 0 | 0 8 0 | 0 11 0 |
| 0 8 0 | 0 4 0 | 180 | Do. ... ... ... ... | Cask | 0 4 0 | 0 10 0 | 0 14 0 | 0 4 0 | 0 10 0 | 0 14 0 |
| 0 8 0 | 0 8 0 | 181 | Ironmongery ... ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| Measurement. | Measurement. | 182 | Ironmongery, when no weight given ... ... ... | Package | Measurement. | | ... | Measurement. | | ... |
| 0 8 0 | 0 4 0 | 183 | Iron—Bar, hoop, pig, rod, scrap, sheets, bands, angle T, and old and steel hoop .. | Ton | 0 6 0 | 0 14 0 | 1 4 0 | 0 6 0 | 0 14 0 | 1 4 0 |
| 0 12 0 | 0 6 0 | 184 | Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight ... ... | ,, | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ... | | | ... | 185 | Do. for weights above 1½ tons —*see* Rates for Machinery. | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 3 | 0 | 1 | 0 | 186 | Ivory, elephants' tusks, &c. ... | Cwt | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 187 | Ivory-ware ... ... ... | Package | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 188 | Jaggery ... ... ... | Ton | 0 | 9 | 0 | 1 | 4 | 0 | 1 | 13 | 0 | 0 | 9 | 0 | 1 | 4 | 0 | 1 | 13 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 189 | Jars, fancy, large, China and Japan ... ... | Each | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| 1 | 8 | 0 | 0 | 12 | 0 | 190 | Do, common, large ... ... | One hundred | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 |
| 1 | 0 | 0 | 0 | 8 | 0 | 191 | Do. do. small ... ... | ,, | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 192 | Jewellery and trinkets .. ... | Box or package. | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 193 | Do. do. imitation ... | ,, | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 194 | Jute, pressed ... ... ... | Bale | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Special. | | | | | | 195 | Kerosine Oil ... ... ... | Case of 8 Imp. gal. | 0 | 0 | 6 | 0 | 0 | 9 | 0 | 1 | 3 | 0 | 0 | 6 | 0 | 0 | 9 | 0 | 1 | 3 |
| 0 | 8 | 0 | 0 | 8 | 0 | 196 | Khootwood ... .. .. | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| 0 | 2 | 0 | 0 | 1 | 0 | 197 | Lac dye ... .. .. | Package | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 198 | Lead, pig, piping, sheet, and rolls. | Ton | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 199 | Do. black, white and red ... | ,, | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 200 | Do. shot ... ... ... | ,, | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 201 | Leather, foreign ... ... | Case or package | Measurement. | | | | | ... | | | | Measurement. | | | | | ... | | | |
| 0 | 8 | 0 | 0 | 8 | 0 | 202 | Liquorice root ... ... | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| | ... | | | .. | | 203 | Linseed Oil Cake ... ... | ,, | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 2 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 2 | 0 |
| | | | | | | | Live Stock :— ... | | | | | | | | | | | | | | | | | | | |
| | ... | | | ... | | 204 | Horses* ... ... ... | Each | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 8 | 0 |
| | ... | | | ... | | 205 | Cows and Buffaloes ... | ,, | 0 | 4 | 0 | 1 | 8 | 0 | 1 | 12 | 0 | 0 | 4 | 0 | 1 | 8 | 0 | 1 | 12 | 0 |
| | ... | | | ... | | 206 | Calves and Pigs .. .. | ,, | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 10 | 0 |
| | .. | | | ... | | 207 | Goats and Sheep ... ... | ,, | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 |
| | ... | | | ... | | 208 | Dogs and Monkeys ... | ,, | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| | .. | | | ... | | 209 | Turkeys and Geese ... | One dozen | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| | .. | | | ... | | 210 | Fowls and Ducks ... | ,, | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 3 | 6 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 3 | 6 |
| | ... | | | .... | | 211 | Tigers, Bears, and other wild animals .. | Each | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 |
| | ... | | | ... | | 212 | Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock | To pass free. | ... | | | ... | | | ... | | | ... | | | ... | | | ... | | |
| 0 | 2 | 0 | 0 | 2 | 0 | 213 | Passengers' Luggage... ... | Portmanteaux and hand Packages | ... | | | 0 | 1 | 0 | 0 | 1 | 0 | ... | | | 0 | 1 | 0 | 0 | 1 | 0 |
| | .. | | | .. | | 214 | Do. do. do. ... | Trunks and cases | ... | | | 0 | 2 | 0 | 0 | 2 | 0 | ... | | | 0 | 2 | 0 | 0 | 2 | 0 |
| ) | 12 | 0 | 0 | 8 | 0 | 215 | Machinery in pieces, up to 1½ tons weight ... ... ... | Ton | See special rates at pp70&91 | | | | | | | | | | | | | | | | | |

* When horses are landed or shipped in boxes wharfage and carriage fees should be charged only on the horses.

C 8

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. | | | Exports. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Wharfage Fee. | Dock and Landing Charges. | Total Charge, Wharfage and Landing. | Wharfage Fee. | Dock and Shipping Charges. | Total Charge, Wharfage and Shipping |
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 1 0 0 | 0 12 0 | 216 | Machinery in pieces, over 1½ and not exceeding 5 tons ... ... | Ton | | | | | | |
| 1 4 0 | 1 0 0 | 217 | Machinery in pieces, over 5 and not exceeding 8 tons ... ... | ,, | | | | | | |
| 1 8 0 | 1 2 0 | 218 | Machinery in pieces, over 8 and not exceeding 12 tons ... | ,, | | | | | | |
| 2 0 0 | 1 4 0 | 219 | Machinery in pieces, over 12 tons. | ,, | | See special rates at pp70&91 | | | | |
| Measurement. | | 220 | Machinery in pieces, to be charged by measurement or weight at option of Dock Officers; if by measurement, 40 c. ft. to be considered a ton ... ... ... ... | Case or package | | | | | | |
| 0 8 0 | 0 8 0 | 221 | Madder or Munjeet ... ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 0 12 0 | 1 8 0 |
| 1 0 0 | 1 0 0 | 222 | Marble and marble slabs ... | ,, | 0 12 0 | 1 8 0 | 2 4 0 | 0-12 0 | 1 8 0 | 2 4 0 |
| Measurement. | | 223 | Matches ... ... ... | Case | Measurement. | | ... | Measurement. | | ... |
| 0 4 0 | 0 2 0 | 224 | Mats of sorts, foreign ... ... | Package of 50 | 0 2 0 | 0 6 0 | 0 8 0 | 0 2 0 | 0 6 0 | 0 8 0 |
| 0 2 0 | 0 1 0 | 225 | Do. country ... ... | One hundred | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 4 0 | 0 6 0 |
| 0 4 0 | 0 2 0 | 226 | Matting, coir ... ... ... | Package | 0 1 0 | 0 4 0 | 0 5 0 | 0 1 0 | 0 4 0 | 0 5 0 |
| 0 6 0 | 0 3 0 | 227 | Do. rolls of coir carpet ... | ,, | 0 2 0 | 0 6 0 | 0 8 0 | 0 2 0 | 0 6 0 | 0 8 0 |
| | | 228 | Medicines—*see* Drugs. | | | | | | | |
| 0 12 0 | 0 10 0 | 229 | Metals, unenumerated ... ... | Ton | 0 8 0 | 1 8 0 | 2 0 0 | 0 8 0 | 1 8 0 | 2 0 0 |
| Special. | | 230 | Military Stores, Arms, equipments not enumerated, up to 1½ tons ... ... ... | ,, | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 1 4 0 | 2 0 0 |
| | | 231 | Do. for weights above 1½ tons—*see* Rates for Machinery. | | | | | | | |
| | | 232 | Do. when no weight is given ... | Package | Measurement. | | ... | Measurement. | | ... |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 233 | Millinery—*see* Haberdashery. | | | | | | | | | | | | |
| | | | | | 234 | Mill Furnishings—*see* Rates for Machinery. | | | | | | | | | | | | |
| 0 | 2 | 0 | 0 | 1 | 0 | 235 | Mineral waters ... ... | Case or Cask | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 5 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 236 | Mother-o'-Pearl Shells ... ... | Ton | 1 | 0 | 0 | 1 | 4 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 1 | 12 | 0 |
| | ... | | | ... | | 237 | Mowra Flowers ... .. | ,, | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 15 | 0 | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 15 | 0 |
| 0 | 6 | 0 | 0 | 4 | 0 | 238 | Myrabolams or Gallnuts and Beedanuts ... ... .. | ,, | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 15 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 239 | Nails, of sorts ... ... ... | ,, | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 |
| | Spe | cial. | | | | 240 | Naphtha ... ... . .. | Case or Carboy | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 241 | Nux Vomica ... ... ... | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 242 | Oils—Linseed, Castor, Gingelly, and other Vegetable ... | Tin or drum up to 10 gals. | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 6 |
| 0 | 12 | 0 | 0 | 8 | 0 | 243 | Do. in casks .. | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| 0 | 8 | 0 | 0 | 4 | 0 | 244 | Do. perfumed ... | Case or pot | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 |
| 0 | 1 | 0 | 0 | 0 | 9 | 245 | Oilman's Stores ... | Case below 2 c. ft. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 0 | 1 | 6 | 0 | 1 | 0 | 246 | Do. ... | Case from 2 to under 5 c. ft. | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 |
| | Measure | ment. | | | | 247 | Do. .. | Case from 5 c. ft. and upwards. | Measur | | ement. | | | ... | | | | Measur | | ement. | | | ... | | | |
| 1 | 0 | 0 | 0 | 8 | 0 | 248 | Olibanum or Incense ... | Ton | 1 | 4 | 0 | 1 | 4 | 0 | 2 | 8 | 0 | 1 | 4 | 0 | 0 | 12 | 0 | 2 | 0 | 0 |
| 1 | 8 | 0 | 1 | 0 | 0 | 249 | Opium*... ... ... ... | Chest of 140 lbs. | 1 | 0 | 0 | 0 | 12 | 0 | 1 | 12 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 1 | 4 | 0 |
| 0 | 12 | 0 | 0 | 8 | 0 | 250 | Do. ... ... ... .. | Half chest | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 10 | 0 |
| 0 | 1 | 0 | 0 | 0 | 6 | 251 | Orsidue or brass leaves ... | Package | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |
| 0 | 1 | 0 | 0 | 0 | 6 | 252 | Overland post parcels ... .. | Each | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |
| 0 | 8 | 0 | 0 | 8 | 0 | 253 | Paints, oil ... ... ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 254 | Paper of kinds ... ... | Case or bale | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 255 | Pearls ... ... ... ... | Box or package | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 |
| | Measure | ment. | | | | 256 | Do. imitation ... .. | ,, | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 257 | Pepper of kinds, & pepper roots. | Ton. | 1 | 4 | 0 | 1 | 4 | 0 | 2 | 8 | 0 | 1 | 4 | 0 | 0 | 12 | 0 | 2 | 0 | 0 |
| | Measure | ment. | | | | 258 | Perfumery—hair oil, pomades, &c. .. .. ... ... | Case | Measur | | ement. | | | ... | | | | Measur | | ement. | | | ... | | | |
| 4 | 0 | 0 | 2 | 0 | 0 | 259 | Pianofortes ... ... .. | Each | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 260 | Piece Goods, Cotton ... .. | Bale | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| 0 | 4 | 0 | 0 | 2 | 6 | 261 | Do. Silks and Velvets.. | ,, | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 12 | 0 |
| 0 | 4 | 0 | 0 | 2 | 6 | 262 | Piece Goods, Cotton & Silk, large bales .. .. | ,, | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 12 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 263 | Do. Woollens ... ... | ,, | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 264 | Pitch ... ... ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| | | | | | | 265 | Porcelain—*see* Crockery. | | | | | | | | | | | | | | | | | | | |
| | | | | | | 266 | Plated-ware—*see* Bullion. | | | | | | | | | | | | | | | | | | | |

* Opium taken on board vessels in Prince's Dock from lighters alongside is reduced to 2 annas per chest or 1 anna per half chest.

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods Warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. Wharfage Fee. | Imports. Dock and Landing Charges. | Imports. Total Charge, Wharfage and Landing. | Exports. Wharfage Fee. | Exports. Dock and Shipping Charges. | Exports. Total Charge, Wharfage and Shipping |
|---|---|---|---|---|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 1 0 0 | 1 0 0 | 267 | Precious Stones ... ... | Box or case | 0 8 0 | 0 8 0 | 1 0 0 | 0 8 0 | 0 8 0 | 1 0 0 |
| ... | ... | 268 | Provisions, fresh, for voyage* ... | Coolie-load | 0 1 0 | ... | 0 1 0 | 0 1 0 | ... | 0 1 0 |
| ... | ... | 269 | Do. for daily use of ships in dock ... ... | Free | .. | ... | ... | .. | ... | ... |
| 0 2 0 | 0 1 0 | 270 | Quicksilver ... ... ... | Bottle | 0 2 0 | 0 3 0 | 0 5 0 | 0 2 0 | 0 3 0 | 0 5 0 |
| 0 2 0 | 0 1 0 | 271 | Rags ... ... ... ... | Bale or package | 0 1 0 | 0 3 0 | 0 4 0 | 0 1 0 | 0 2 0 | 0 3 0 |
| Special. | | 272 | Railway plant and materials .. | Ton | See special rates at pp70&91 | | | | | |
| | | 273 | Raisins—*see* Fruits, dried. | | | | | | | |
| 0 12 0 | 0 8 0 | 274 | Rattans ... ... ... | ,, | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| 0 1 0 | 0 0 6 | 275 | Rattans, Malacca ... ... | One dozen: | 0 1 0 | 0 2 0 | 0 3 0 | 0 1 0 | 0 2 0 | 0 3 0 |
| 0 8 0 | 0 8 0 | 276 | Rose flowers, dried ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| 0 1 6 | 0 1 0 | 277 | Rose-water ... ... .. | Case | 0 1 6 | 0 3 0 | 0 4 6 | 0 1 6 | 0 3 0 | 0 4 6 |
| 0 1 0 | 0 0 6 | 278 | Do. ... ... ... | Carboy | 0 0 6 | 0 1 6 | 0 2 0 | 0 0 6 | 0 1 6 | 0 2 0 |
| | | 279 | Rope—*see* Cordage. | | | | | | | |
| 0 8 0 | 0 8 0 | 280 | Rosin ... .. ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| | | 281 | Saddlery—*see* Harness. | | | | | | | |
| 0 8 0 | 0 8 0 | 282 | Safflower ... ... ... | ,, | 1 0 0 | 1 8 0 | 2 8 0 | 1 0 0 | 0 12 0 | 1 12 0 |
| 0 8 0 | 0 8 0 | 283 | Sago ... ... ... .. | ,, | 0 12 0 | 1 8 0 | 2 4.0 | 0 12 0 | 1 8 0 | 2 4 0 |
| Measurement. | | 284 | Sago ... ... ... .. | Case or package | Measurement. | | ... | Measurement. | | ... |
| 0 8 0 | 0 8 0 | 285 | Salammoniac ... ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| ... | ... | 286 | Salt, Country ... ... .. | ,, | 0 4 0 | 0 12 0 | 1 0 0 | 0 4 0 | 0 12 0 | 1 0 0 |
| | | 287 | Do. Refined—*see* Oilman's stores | | | | | | | |
| | | 288 | Samples, Cotton, small . ... | Free | | | | | | |
| 0 1 0 | 0 0 6 | 289 | Samples and Trusses, other than above . . ... .. | Parcel | 0 1 0 | 0 2 0 | 0 3 0 | 0 1 0 | 0 2 0 | 0 3 0 |
| Measurement. | | 290 | Do. do. in cases .. | Case | Measurement | | ... | Measurement. | | ... |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 8 | 0 | 0 | 8 | 0 | 291 | Sandalwood ... ... ... | Ton | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 0 | 2 | 0 | 0 | 1 | 0 | 292 | Do. boxes and ware .. | Package | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 293 | Sapanwood ... ... | Ton | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 0 | 10 | 0 | 0 | 12 | 0 | 1 | 6 | 0 |
| 0 | 6 | 0 | 0 | 4 | 0 | 294 | Seeds, oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c. ... ... ... | ,, | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 |
| 0 | 12 | 0 | 0 | 8 | 0 | 295 | Seeds, other than oil seeds, unenumerated ... ... | ,, | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 12 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 296 | Senna Leaves ... ... ... | ,, | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 12 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 297 | Shark Fins .. ... ... | ,, | 1 | 4 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 2 | 4 | 0 |
| 0 | 8 | 0 | 0 | 4 | 0 | 298 | Shawls, Cashmere and Delhi ... | Case or package | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 12 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 299 | Do. European ... ... | ,, | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| 0 | 8 | 0 | 0 | 8 | 0 | 300 | Shellac .. .. ... ... | Ton | 1 | 0 | 0 | 1 | 8 | 0 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 1 | 12 | 0 |
| 0 | 3 | 0 | 0 | 2 | 0 | 301 | Shells, in cases, unenumerated . | Case | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 302 | Do. in bags and loose, unenumerated ... ... | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| 0 | 1 | 6 | 0 | 1 | 0 | 303 | Shovels .. ... ... ... | Per doz. | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| 0 | 4 | 0 | 0 | 2 | 0 | 304 | Silk, raw ... .. ... | Case or bale | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 10 | 0 |
| | | | | | | 305 | Silk Piece Goods—*see* Piece Goods | | | | | | | | | | | | | | | | | | | |
| | | | | | | 306 | Silver-ware—*see* Bullion. | | | | | | | | | | | | | | | | | | | |
| ... | | | ... | | | 307 | Skins, Goat and Sheep, tanned.. | Bundle, bale or case | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| Measurement. | | | | | | 308 | Soap, perfumed, foreign .. | Case | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| Do. | | | | | | 309 | Do. do. bar ... ... | ,, | Do. | | | | | | ... | | | Do. | | | | | | ... | | |
| ... | | | ... | | | 310 | Do. do. soft country, and bar ... ... | Ton | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| 0 | 8 | 0 | 0 | 4 | 0 | 311 | Spelter and Solder ... ... | ,, | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 | 0 | 8 | 0 | 1 | 4 | 0 | 1 | 12 | 0 |
| 1 | 0 | 0 | 0 | 12 | 0 | 312 | Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated ... ... ... ... | ,, | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| | | | | | | | Spices—cardamoms—*see* Special rate for Cardamoms. | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 1½ | 0 | 0 | 3 | 313 | Spirits, liquors & wines, in wood | Imp. gal. | 0 | 0 | 2 | 0 | 0 | 1½ | 0 | 0 | 3½ | 0 | 0 | 2 | 0 | 0 | 1½ | 0 | 0 | 3½ |
| 0 | 0 | 9 | 0 | 0 | 3 | 314 | Do. do. in bottle | 1 dz. qts. or 2 dz. pts. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Measurement. | | | | | | 315 | Stationery, unenumerated ... | Case or cask | Measurement. | | | | | | ... | | | Measurement. | | | | | | ... | | |
| 0 | 8 | 0 | 0 | 4 | 0 | 316 | Steel ... ... ... ... | Ton | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| 0 | 12 | 0 | 0 | 8 | 0 | 317 | Sugar and Sugarcandy ... | Ton | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 8 | 0 |
| 0 | 2 | 0 | 0 | 1 | 0 | 318 | Do. Loaf ... ... ... | Case | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 5 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 319 | Sulphur ... ... ... | Ton | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |

* NOTE.—No Dock charges but only wharfage fees will be charged or all *bona fide* ships' stores such as furniture tools for repairs, &c. as is the case with regard to fresh provisions. No oyerside charges will be levied on ships' stores; only dock dues on the boats carrying the same.

| Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed. | Rent per Week, or part of a Week, for Unclaimed Goods warehoused. | No. of Item. | Description of Goods. | How Charged. | Imports. | | | Exports. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Wharfage Fee. | Dock and Landing Charges. | Total Charge, Wharfage and Landing. | Wharfage Fee. | Dock and Shipping Charges. | Total Charge, Wharfage and Shipping |
| Rs. a. p. | Rs. a. p. | | Tallow—*see* Fat. | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 0 8 0 | 0 8 0 | 320 | Tar ... ... ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| 0 2 0 | 0 1 0 | 321 | Tea ... ... ... .. | Chest of 60 lbs | 0 2 0 | 0 1 6 | 0 3 6 | 0 2 0 | 0 1 6 | 0 3 6 |
| 0 1 0 | 0 0 6 | 322 | Do. ... ... ... .. | Half chest | 0 1 0 | 0 1 0 | 0 2 0 | 0 1 0 | 0 1 0 | 0 2 0 |
| 0 1 0 | 0 0 6 | 323 | Do. ... ... ... ... | Pkg. below 30 lbs | 0 0 6 | 0 0 6 | 0 1 0 | 0 0 6 | 0 0 6 | 0 1 0 |
| 0 3 0 | 0 1 6 | 324 | Thread ... ... ... ... | Case | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 3 0 | 0 5 0 |
| 0 12 0 | 0 8 0 | 325 | Tiles, flooring ... ... ... | Ton | 0 12 0 | 1 8 0 | 2 4 0 | 0 12 0 | 1 8 0 | 2 4 0 |
| 0 12 0 | 0 8 0 | 326 | Do. foreign, &c. ... .. | 1,000 | 1 8 0 | 1 8 0 | 3 0 0 | 1 8 0 | 1 8 0 | 3 0 0 |
| 0 12 0 | 0 8 0 | 327 | Do. Mangalore ... ... | Regd. Ton of vessel | 0 4 0 | 1 8 0 | 1 12 0 | 0 4 0 | 1 8 0 | 0 12 0 |
| 0 12 0 | 0 4 0 | 328 | Timber — Blackwood, Ebony, Teak, and Pine in logs, and squares ... ... | Ton of 50 cubic feet | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 4 0 | 1 12 0 |
| 0 12 0 | 0 4 0 | 329 | Do. planks and Scantlings... | " | 0 8 0 | 0 12 0 | 1 4 0 | 0 8 0 | 0 12 0 | 1 4 0 |
| 0 8 0 | 0 4 0 | 330 | Tin of kinds ... ... ... | Ton | 0 8 0 | 1 4 0 | 1 12 0 | 0 8 0 | 1 0 0 | 1 8 0 |
| ... | ... | 331 | Tin Plates ... ... ... | Box | 0 0 6 | 0 1 0 | 0 1 6 | 0 0 6 | 0 0 9 | 0 1 3 |
| 0 4 0 | 0 2 0 | 332 | Tobacco, foreign or manufactured | Case | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 4 0 | 0 6 0 |
| Measurement. | | 333 | Do. country ... ... | Bale | Measurement. | .. | | Measurement. | | ... |
| 0 4 0 | 0 2 0 | 334 | Tortoise Shell .. ... ... | Case | 0 4 0 | 0 5 0 | 0 9 0 | 0 4 0 | 0 5 0 | 0 9 0 |
| Measurement. | | 335 | Toys ... ... ... ... | | Measurement. | | .. | Measurement. | | .. |
| 0 2 0 | 0 1 0 | 336 | Trunks and Boxes ... ... | " Each | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 4 0 | 0 6 0 |
| 0 6 0 | 0 6 0 | 337 | Turmeric ... ... ... | Ton | 0 12 0 | 1 4 0 | 2 0 0 | 0 12 0 | 0 12 0 | 1 8 0 |
| Special. | | 338 | Turpentine ... ... ... | Ten gals. | 0 1 0 | 0 1 0 | 0 2 0 | 0 1 0 | 0 1 0 | 0 2 0 |
| 0 4 0 | 0 2 0 | 339 | Twist and Yarn ... ... | Bale | 0 2 0 | 0 4 0 | 0 6 0 | 0 2 0 | 0 2 3 | 0 4 3 |
| Measurement. | | 340 | Umbrellas ... ... .. | Case | Measurement. | | ... | Measurement. | | ... |
| 0 1 0 | 0 0 6 | 341 | Varnish ... ... ... | Five gals. | 0 1 0 | 0 1 6 | 0 2 6 | 0 1 0 | 0 1 6 | 0 2 6 |
| ... | ... | 342 | Vegetables, fresh, for voyage ... | Coolie-load | 0 0 6 | 0 1 0 | 0 1 6 | 0 0 6 | 0 1 0 | 0 1 6 |

| | | |

1. The following charges will be made for loading and unloading carts at the Dock :—

For spirits, wines, candles, copper and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Traffic Manager has discretionery power to allow consignees or shippers to load or unload carts.

2. Transhipment of goods, if supported by Customs documents, will be permitted free.

3. *Rents A.—Import Goods except Iron and Steel*, as specified under item No. 183. Dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable. Immediately after the expiry of free days, goods may be removed into the warehouse for unclaimed goods. No free days will be allowed for coal, cinders, ashes, patent fuel, dust, or rubbish.

*B.—Iron or Steel*, as specified under item No. 183, will be allowed 7 days free of rent after landing ; there after ground rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

*Goods for Export. A.*—Goods brought for shipment when no vessel is named, will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

*B.*—Goods brought for shipment by any vessel which may be named, will be allowed 10 days free of rent if the goods be kept in the open and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

*C.*—When the name of a ship or steamer is given for a full cargo to be loaded in the Dock by one shipper, cargo will be received and stored free of rent in the transit sheds for 15 days from date of application. After the expiry of 15 days the same rent as is levied on warrant goods will be charged. This arrangement will be subject to there being available space in the Dock sheds.

*D.*—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

*E.*—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat receive the benefit of the free days as if the goods had been taken by the vessel.

*F.*—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable.

*G.*—In computing the days for charging rents, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial duty may not be received, will be omitted.

*H.*—Shut out cargo will be allowed to remain in the Transit sheds or in the open free of rent for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

4. Consignees of specie must themselves take delivery from the ship.

5. Ships stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

6. Import goods delivered into lighters alongside for removal out of Dock will be charged ⅓ of the combined charge for wharfage and Dock charges; export goods taken on board from lighters alongside will be charged ⅓ the combined charges for wharfage and Dock charges. Vessels desiring to discharge overside coal or other articles not allowed on the wharf in order to avail themselves of wharf facilities for the rest of their cargo may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates.

7. Vessels will be charged 2 annas per ton for cranage should Dock cranes be made use of for loading export cargo.

8. The rate for cranage, two annas per ton, mentioned in Rules Nos. 7 and 19, only refers to such goods as can be lifted by the ordinary 1½ ton cranes. All other goods will be charged for at the special rates laid down for heavier lifts.

9. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

10. Railway materials for the G. I. P. and B. B. and C. I. Railway Companies will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues.

11. Ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free, if removed to a Port Trust Bunder. Ballast brought from private bunders or from across the harbour into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

12. The Trustees will only accept responsibility for damage which may be caused by want of reasonable care on the part of their own servants.

13. In addition to the foregoing charges on goods, every vessel using the Dock (except Troop-ships, for which special rates will be arranged) will be charged 4 pies per register ton per diem. (*a*) Vessels not to be charged for Sundays or holidays when no work is done. (*b*) Vessels lying in Dock without cargo waiting for charter or cargo and not working not to be charged Dock dues for the time they so lie idle, but to give up their berth if required to another working vessel. (*c*) A vessel which may have remained in Dock idle for 10 days may be ordered out of Dock by the Superintendent if her berth is needed. (*d*) The day a vessel enters and the day she leaves the Dock should be counted as one day. Part of a day should be charged as a whole day. (*e*) No vessel

will be allowed to use a quay berth in Prince's Dock for more than fifteen days should the berth be required for another vessel.

14. Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

15. The charges for night work at Prince's Dock shall be as follows:—

When Dock cranes are made use of, Rs. 60 per night from 6 P.M. to 6 A.M.

Do. Rs. 30 per half-night, from 6 P.M. to midnight.

When Dock cranes are not made use of, Rs. 30 per night, from 6 P.M. to 6 A.M.

Do. Rs. 15 per half-night from 6 P.M. to midnight.

When gate are opened for reciving and delivering cargo, Rs. 15 per night from 6 P.M. to 6 A.M.

When gate are opened for receiving and delivering cargo, Rs. 7½ per half-night from 6 P.M. to midnight, or from midnight to 6 A.M.

16. "The following extra rates will be charged for work done in Prince's Dock on Sundays and on Holidays are sanctioned :—

| | | |
|---|---|---|
| If Dock cranes are used | ..... | Rs. 60 per diem. |
| Do. | ..... | ,, 30 per ½ day. |
| If Dock cranes are not used | ..... | ,, 30 per diem. |
| Do. | ..... | ,, 15 per ½ day. |

When vessels are not loaded or discharged a fee of Rs. 15 per day and Rs. 7½ per half day will be charged for opening gates and for receiving or delivering cargo."

17. Boats using the East wharf of the Prince's Dock should pay the regular Bandar rates on goods and boats.

18. Claims for refunds must be made within 2 months.

19. On goods landed at the Dock for transhipment single wharfage as a transhipment fee to be charged also 2 annas per ton import and 2 annas per ton export cranage when Dock cranes are used, the wharfage fee to cover the right to deposit on wharf 3 days thereafter the ordinary dock ground or shed rent charges to be levied, the ship to make its own arrangement for handling the goods.

20. The Port Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

*Special Rates for Boilers, Machinery, Railway Plant and Materials.*

| | Wharfage. | | | Dock and Cranage. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rs. | a. | p. | Rs. | a. | p. | Rs. | a. | p. |
| Up to ½ of a ton ..... | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 8 | 0 |
| Over ½ and not exceeding 1½ tons ..... ..... | 0 | 12 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| Over 1½ ,, 5 ,, ..... | 0 | 12 | 0 | 1 | 8 | 0 | 2 | 4 | 0 |
| ,, 5 ,, 8 ,, ..... | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 12 | 0 |
| ,, 8 ,, 100 ,, ..... | 1 | 8 | 0 | 10 | 0 | 0 | 11 | 8 | 0 |

* Machinery in pieces will be charged by measurement or weight at option of Dock Officers ; if by measurement, forty cubic feet will be considered a ton. Articles not landed on the wharf, but lowered into lighters, will not be charged wharfage, but only Dock and cranage

rates, unless the weight is kept suspended for more than quarter of an hour.

For lifting from the hold of a vessel and placing on deck half dock and cranage rates, but no wharfage fee will be charged.

Vessels occupying the crane berth only for the purpose of using the 100 ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

Boilers lifted out of a vessel on to the whart for repair and then lifted back again will be charged full rates for the first operation and half rates for the second.

For masting and dismasting ships the following charges will be livied :—

| For ships of tons. | Main mast. | Fore mast. | Mizen mast. | Bowsprit. |
|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. |
| 1,500 to 2,000 | 140 | 110 | 85 | 55 |
| 1,000 to 1,500 | 110 | 90 | 65 | 45 |
| 750 to 1,000 | 80 | 60 | 50 | 30 |
| 300 to 750 | 50 | 40 | 30 | 20 |

In the case of masts and bowsprits the ship will provide slings and the labour required for slinging both for masting and dismasting.

In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

Any special work done by the 100 ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift as may be agreed upon with the Dock Superintendent.

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

# BOMBAY PORT TRUST.

## RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

1. Warrants will be issued on application (provided that there is no lien for freight or otherwise) upon payment of wharfage, landing and other charges, and all subsequent charges must be paid by the holder of the warrant before delivery of the goods.

2. Warrants will be transferable by endorsement without production.

3. Proprietors of goods may clear rent and incidental charges on goods covered by warrant up to any desired date and have new warrants accordingly.

4. Warrants will be made out for such quantities of goods as may be convenient to importers, provided the lotting operations are satisfactorily completed beforehand.

5. Should delivery of the whole contents of a Warrant be directed, and the goods not be removed within two days, a new warrant for the remainder of the goods must be taken out.

6. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange of the originals on lodging the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided, and state the names of the parties in whose favour the warrants are to be issued, in the following form :—

"*Please to divide the within*" or when part is to be delivered, "*Deliver to bearer* (state how many packages) *a new* _____ *one for* (state how many packages) *favour of* _____ *one for, &c.*"

7. Warrants may be, if desired by the holders, exchanged or divided without assigning the goods, at the same rate of charges.

8. Original Warrants will be granted free of charge beyond the cost of stamp, but for other warrants the charge will be as follows, in addition to the cost of stamps :—

FOR EACH WARRANT.

| | | | |
|---|---|---|---|
| 1 to 2 | Packages or Quantities .. | As. | ½ |
| 3 to 4 | ,, ... | ,, | 1 |
| 5 to 7 | ,, ... | ,, | 1½ |
| 8 to 10 | ,, ... | ,, | 2 |
| 11 to 15 | ,, ... | ,, | 2½ |
| 16 to 20 | ,, ... | ,, | 3 |
| 21 to 25 | ,, ... | ,, | 3½ |
| 26 to 30 | ,, ... | ,, | 4 |
| 31 to 35 | ,, ... | ,, | 5 |
| 36 to 40 | ,, ... | ,, | 6 |
| 41 to 45 | ,, ... | ,, | 7 |
| 46 and upwards ... | ..... | ,, | 8 |
| Goods in bulk, per ton ... | ..... | ,, | 2 |

9. If from the nature of the contract between the seller and the buyer, re-weighing may be necessary, new warrants, if desired, will be issued on depositing the warrants endorsed with directions to that effect, containing the landing weights and re-weights as soon as the operations are completed.

10. When any alterations, such as re-packing, &c., are to be made (except when preparatory to immediate delivery), the warrants must be lodged and others representing the goods correctly issued in the same manner.

11. In the case of casks of liquids used to fill up others, the warrant must be lodged, and the proprietor may either have a new warrant for the remainder, or it may be delivered (if not required to be used again) in the same way to his order.

12. In the last three mentioned cases the charges for performing the operations include the expense of the new warrants.

13. When warrants are lost or mislaid, the circumstance should be advertised and an engagement to indemnify the Port Trust by bond or otherwise enclosed with the application for duplicates. New documents will not be issued (unless the originals shall be found and delivered up) until seven clear days have elapsed from the date of notice by advertisement. Upon notice being given of the loss, the goods will be stopped, and the original document will on no account be acted upon unless the matter is satisfactorily explained in writing.

14. Irregularities in the endorsements lessen the security of the proprietors of goods, and render documents incomplete as authorities. The attention of the holders of warrants is therefore particularly called to that point, to prevent the impediments which must otherwise arise to the regular despatch of business; but they must not attempt to remove such impediments by endorsing any warrant without due authority.

15. When parties holding orders for delivery from the quays wish the goods housed in their own names or in the names of other parties, they must lodge the order endorsed to that effect, and warrants will be granted accordingly.

16. Weight notes corresponding to the warrants will be furnished when required, at a charge of annas each.

## WAREHOUSE DEPARTMENT.

*Scale of Charges for Goods on which Warrants may be granted by the Bombay Port Trust.*

| | Goods. | Per | Storage and Delivery Charges. Rs. a. p. | Rent per Week or portion of a Week Rs. a. p. |
|---|---|---|---|---|
| 1. | Alum | Ton | 0 8 0 | 0 1 0 |
| 2. | Beef and Pork | Tierce | 0 4 0 | 0 0 6 |
| 3. | Do. do. | Barrel | 0 3 0 | 0 0 4 |
| 4. | Canvas | Bale up to 12 c. ft. | 0 2 0 | 0 0 6 |
| 5. | Do. | Bale above 12 c. ft. | 0 3 0 | 0 1 0 |
| 6. | Cardamoms | Cwt. | 0 0 6 | 0 0 2 |
| 7. | Cement | Ton | 0 8 0 | 0 1 0 |
| 8. | Coffee | ,, | 0 8 0 | 0 1 0 |
| 9. | Coir Yarn | ,, | 0 8 0 | 0 2 0 |
| 10. | Copperas | ,, | 0 8 0 | 0 1 0 |
| 11. | Cotton | Bale | 0 1 6 | 0 0 4 |
| 12. | Cutlery Pkg. | For every 2 c. ft. | 0 0 4 | 0 0 1 |
| 13. | Fibre | Bale | 0 1 0 | 0 0 4 |
| 14. | Ginger, dry | Ton | 0 6 0 | 0 1 0 |

| | Goods. | Per | Storage and Delivery *Charges. | Rent per Week or portion of a Week. |
|---|---|---|---|---|
| | | | Rs. a. p. | Rs. a. p. |
| 15. | Glassware and Earthenware... | Pkg. up to 12 c. ft. ... | 0 2 0 | 0 0 6 |
| 16. | Do. do. ... | Pkg. above 12 c. ft. ... | 0 3 0 | 0 1 0 |
| 17. | Grain ... | Ton ... | 0 5 0 | 0 0 8 |
| 18. | Ground Nuts ... | ,, ... | 0 5 0 | 0 0 8 |
| 19. | Gums ... | ,, ... | 0 8 0 | 0 1 0 |
| 20. | Gunnies... | Per 50 bags or pieces. | 0 0 9 | 0 0 2 |
| 21. | Do ... | | | |
| 22. | Hardware ... Pkg. | For every 2 c. ft. ... | 0 0 4 | 0 0 1 |
| 23. | Hessians, same as for Canvas. | | | |
| | METALS— | | | |
| 24. | Iron—Hoop, Sheet, Nail & Rod | Ton ... | 0 8 0 | 0 0 8 |
| 25. | Iron—Bars and Bundles ... | ,, ... | 0 6 0 | *0 0 6 |
| 26. | Copper & Yellow Metal, in cases | ,, ... | 0 10 0 | 0 1 0 |
| 27. | Zinc Sheets ... | ,, ... | 0 8 0 | 0 1 0 |
| 28. | Copper, Zinc, Spelter, Tin in Tiles or Steel... | ,, ... | 0 8 0 | 0 1 0 |
| 29. | Indigo ... | ,, ... | 0 8 0 | 0 2 0 |
| 30. | Mother-o'-Pearl Shells ... | ,, ... | 0 8 0 | 0 2 0 |
| 31. | Myrabollams (gallnuts) ... | ,, ... | 0 5 0 | 0 0 8 |
| 32. | Oil Cocoanut ... | ,, ... | 0 8 0 | 0 1 6 |
| 33. | Oil Seeds ... | ,, ... | 0 5 0 | 0 0 8 |
| 34. | Opium... | Chest ... | 0 4 0 | 0 4 0 |
| 35. | Pepper, in bales and cases ... | Pkg ... | 0 3 0 | 0 0 6 |
| 36. | Paints ... | Ton ... | 0 8 0 | 0 1 0 |
| 37. | Pepper ... | ,, ... | 0 6 0 | 0 1 6 |
| 38. | Piece-Goods... | Bale ... | 0 2 0 | 0 0 5 |
| 39. | Sandal and Sapan wood ... | Ton ... | 0 8 0 | 0 2 0 |
| 40. | Senna Leaves ... | ,, ... | 0 6 0 | 0 1 0 |
| 41. | Sharkfins and Fishmaws... | ,, ... | 0 8 0 | 0 4 0 |
| 42. | Shawls ... | Pkg. ... | 0 4 0 | 0 4 0 |
| 43. | Sugar ... | Ton ... | 0 6 0 | 0 0 8 |
| 44. | Spices, except Cardamoms ... | ,, ... | 0 8 0 | 0 1 0 |
| 45. | Tea ... | Chest ... | 0 1 0 | 0 0 3 |
| 46. | Tin Plates... | Ton ... | 0 8 0 | 0 0 6 |
| 47. | Tobacco ... | Case ... | ..... | ..... |
| 48. | Turmeric ... | Ton ... | 0 6 0 | 0 1 0 |
| 49. | Twist and Yarn... | Bale ... | 0 2 0 | 0 0 5 |
| 50. | Wool ... | ,, ... | 0 2 0 | 0 0 6 |
| | Goods not enumerated if charged by measurement ... | C. ft. ... | 0 0 3 | 0 0 1 |
| | Do. by weight ... | Ton... | 0 8 0 | 0 1 0 |

* Open air accommodation ; should shed accommodation be required, the rent will be 8 pies per ton.

All goods weighed and re-stored by the Warehouse Department will be charged one-half of the original storage and delivery charge.

The storage and delivery charge will cover cost of moving goods from transit shed to the warehouse, or from the warehouse to the transit shed.

Loading or unloading of carts will be charged for as follows :—

Loading or unloading packages up to 2 cwts., 1 anna per cart.

Loading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Unloading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Loading and unloading together, 1½ anna per cart, packages up to 2 cwts.

The Traffic Manager to have the option of allowing merchants to load or unload their carts.

Weighment of goods will be charged for at 3 annas per ton.

Warrant are issued for goods stored in the Bonded Warehouse in the Fort.

By order of the Trustees,

JOHN RYAN,

Traffic Manager, Bombay Port Trust.

# BOMBAY PORT TRUST.

## SCALE OF WHARFAGE, CRANAGE AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

*Sanctioned by the Government of Bombay under Sec. 43, "Bombay Port Trust Act, 1879," on the 15th day of November, 1879.*

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 1 | Acids ... ... ... ... | Case | 0 4 0 |
| 2 | Aërated waters ... ... | One doz. | 0 0 3 |
| 3 | Akroots (walnuts) ... ... | Package | Measurement |
| 4 | Ale, beer, porter and cider, in wood... ... ... ... | Hogshead | 0 4 0 |
| 5 | Do. do. ... ... | Kilderkins | 0 2 0 |
| 6 | Do. do. ... ... | Firkins | 0 1 3 |
| 7 | Do. do. in bottles. | 1 doz. qts. or 2 doz. pints | 0 0 6 |
| 8 | Alkali (sajekar) ... ... | Ton | 0 12 0 |
| 9 | Almonds ... ... ... | ,, | 0 12 0 |
| 10 | Aloes, black ... ... .. | ,, | 0 12 0 |
| 11 | Alum (fatki) ... ... ... | ,, | 0 12 0 |
| 12 | Ambasee (dried mango) ... | ,, | 0 12 0 |
| 13 | * Anchors, grapnels, &c., English. | ,, | 0 8 0 |
| 14 | Do. do. country. | Coolie-load | 0 0 6 |
| 15 | Animals—*see* Live Stock. | | |
| 16 | Antimony (soorma) ... ... | Ton | 0 12 0 |
| 17 | Apparel, not accompanying passengers ... ... ... | Package | 0 2 0 |
| 18 | Arrowroot, country ... ... | Ton | 0 12 0 |
| 19 | Do. foreign ... ... | Case or package | Measurement |
| 20 | Arsenic ... ... ... | Package | Do. |
| 21 | * Asphalte .. ... ... | Ton | 0 8 0 |
| 22 | Assafœtida in bulk (hing), fine ... ... ... | ,, | 2 8 0 |
| 23 | Do. do. ... | Case or package | 0 4 0 |
| 24 | Do. course (Hingola) ... | Ton | 0 12 0 |
| 25 | Bagatelle tables ... ... | Each | 2 0 0 |
| 26 | * Ballast stones ... ... | Boat under 25 tons burden | 1 0 0 |
| 27 | * Do. ... ... ... | Boat over 25 and up to 50 tons | 2 0 0 |
| 28 | * Do. ... ... ... | Boat over 50 tons burden | 2 8 0 |
| 29 | * Bamboos ... ... ... | Regd. ton of vessel | 0 4 0 |
| 30 | * Do. tokers by raft ... | One hundred | 1 0 0 |
| 31 | * Do. and tokers ... ... | Cart-load | 0 4 0 |
| 32 | Bamboo blinds, in bundles ... | Regd. ton of vessel | 0 4 0 |
| 33 | Do. do. .. | One hundred bundles | 1 0 0 |
| 34 | Do. do. ... | Cart-load | 0 4 0 |
| 35 | Bangles, Country ... .. | Package | 0 1 0 |
| 36 | Do. do. ... ... | Cart-load | 0 6 0 |
| 37 | Do. foreign ... ... | Case | 0 2 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 38 | Bardans (old gunnies) ... ... | Bundle or package | 0 | 1 | 0 |
| 39 | * Bark, shemby ... ... | Regd. ton of vessel | 0 | 6 | 0 |
| 40 | * Do. of sorts ... ... | Ton | 0 | 12 | 0 |
| 41 | * Baskets, cane ... ... | One dozen | 0 | 0 | 6 |
| 42 | * Do. bamboo and mat .. | ,, | 0 | 0 | 3 |
| 43 | Beads, in bags ... ... | Bag | 0 | 2 | 0 |
| 44 | Do. in cases ... ... | Case | 0 | 2 | 0 |
| 45 | Bedsteads, country ... ... | Each | 0 | 2 | 0 |
| 46 | Beef or pork ... ... ... | Tierce | 0 | 4 | 0 |
| 47 | Do. do. ... ... ... | Barrel | 0 | 2 | 0 |
| 48 | Bees' wax ... ... ... | Package | 0 | 2 | 0 |
| 49 | Betelnut ... ... ... | Ton | 0 | 9 | 0 |
| 50 | Betel leaves ... .. .. | Package | 0 | 0 | 6 |
| 51 | Do. do. ... ... ... | Cart-load | 0 | 4 | 0 |
| 52 | Bhang ... ... ... | Ton | 1 | 4 | 0 |
| 53 | Bhat (paddy) ... ... ... | Candy of 20 furrahs | 0 | 3 | 0 |
| 54 | Biscuit, ship ... ... ... | Ton | 0 | 12 | 0 |
| 55 | Do. in cases ... .. | Case | Measurement | | |
| 56 | Do. in tins ... ... ... | One dozen | 0 | 3 | 0 |
| 57 | Billiard Tables ... ... | Each | 5 | 0 | 0 |
| 58 | Blood stones ... ... .. | Case or package | 0 | 2 | 0 |
| 59 | * Boats (hodies) .. ... | Each | 0 | 4 | 0 |
| 60 | * Boats, jolly ... .. ... | ,, | 0 | 8 | 0 |
| 61 | * Boats, muchwas and bullows. | ,, | 0 | 8 | 0 |
| 62 | Boilers .... ... ... | See special rates | at pp. 70 & 91 | | |
| 63 | * Bones ... ... ... | Ton | 0 | 9 | 0 |
| 64 | Books ... ... ... ... | Case | Measurement | | |
| 65 | Boots and shoes, English ... | ,, | Do. | | |
| 66 | Do. do. country ... | Bundle or package | 0 | 1 | 0 |
| 67 | Borax (unrefined) ... ... | Ton | 0 | 12 | 0 |
| 68 | * Bottles, empty ... .. | Crate, cask or case | 0 | 2 | 0 |
| 69 | * Do. do. loose ... ... | Cart-load | 0 | 3 | 0 |
| 70 | * Do. do. ... .. | Coolie-load | 0 | 0 | 6 |
| 71 | * Boxes, country, empty ... | One dozen | 0 | 4 | 0 |
| 72 | * Do. unmade, from Malabar Coast ... | Regd. ton. of cargo boat | 0 | 4 | 0 |
| 73 | * Do. do. ... ... ... | Cart-load | 0 | 4 | 0 |
| 74 | * Do. horse and cattle, empty ... ... .. | Each | 0 | 8 | 0 |
| 75 | Bran ... ... ... ... | Candy of 8 furrahs or 2¼ Cwts. | 0 | 1 | 0 |
| 76 | Brass leaves—*see* Orsidue. | | | | |
| 77 | Brass of sorts, and ware ... | Ton | 0 | 8 | 0 |
| 78 | Do. do. when no weight is given ... ... | Package | Measurement | | |
| 79 | Bricks, bath ... ... .. | Case | 0 | 1 | 0 |
| 80 | * Do. country ... ... | Regd. ton of vessel | 0 | 4 | 0 |
| 81 | * Do. do. .. ... | Cart-load | 0 | 2 | 0 |
| 82 | * Do. foreign ... ... | Per thousand | 1 | 8 | 0 |
| 83 | Brooms ... ... ... | One hundred | 0 | 0 | 6 |
| 84 | Bullion, specie, gold and silver-ware and coins, plate, &c. ... | Box or package | 0 | 4 | 0 |
| 85 | Burroo (country pens) ... | Package of 6 c. ft. and under | 0 | 1 | 0 |
| 86 | Do. do. ... | Package over 6 c. ft. | 0 | 2 | 0 |
| 87 | * Casks and hogsheads ... | Each | 0 | 1 | 0 |
| 88 | * Casks and hogsheads, half and quarter ... ... ... | ,, | 0 | 0 | 6 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 89 | * Cables, chain ... .. | Ton | 0 | 8 | 0 |
| 90 | * Do. hemp ... ... | ,, | 0 | 12 | 0 |
| 91 | * Cadjans ... ... .. | Regd. ton of vessel | 0 | 4 | 0 |
| 92 | * Do. ... ... .. | Cart-load | 0 | 4 | 0 |
| 93 | Cajoo or cachewnuts ... ... | Package | 0 | 2 | 0 |
| 94 | Cambay stones ... .. | Case or package | 0 | 2 | 0 |
| 95 | Camphor ... ... .. | Ton | 1 | 4 | 0 |
| 96 | Candles ... ... .. | Cwt. | 0 | 2 | 0 |
| 97 | Canes—*see* Rattans. | | | | |
| 98 | Canvas ... ... .. | Bale | 0 | 3 | 0 |
| 99 | Do. ... ... .. | Bolt | 0 | 0 | 6 |
| 100 | Camphor-wood drawers ... | Each piece | 0 | 4 | 0 |
| 101 | Capoor cutchree ... ... | Ton | 0 | 12 | 0 |
| 102 | Cardamoms ... ... ... | Cwt. | 0 | 2 | 0 |
| 103 | Do. bastard—*see* Spices. | | | | |
| 104 | Carpets, country ... ... | Case or package | 0 | 1 | 0 |
| 105 | Do. foreign ... ... | ,, | 0 | 4 | 0 |
| 106 | * Carriages, four-wheeled .. | Each | 4 | 0 | 0 |
| 107 | * Do. two-wheeled .. | ,, | 3 | 0 | 0 |
| 108 | * Carts, country ... ... | ,, | 0 | 8 | 0 |
| 109 | * Cart wheels .. .. | Pair | 0 | 4 | 0 |
| 110 | Cassa ware, white metal . | Ton | 0 | 8 | 0 |
| 111 | Catechu ... ... ... | Package of 4 c. ft. and under | 0 | 0 | 6 |
| 112 | Do. ... ... . | Package over 4 c. ft. | 0 | 1 | 0 |
| 113 | Cement ... ... ... | Ton | 0 | 8 | 0 |
| 114 | Chairs, in bundles ... .. | Bundle | 0 | 1 | 0 |
| 115 | Chairs, loose .. ... ... | Each | 0 | 0 | 6 |
| 116 | Chalk ... ... ... ... | Ton | 0 | 6 | 0 |
| 117 | Charcoal ... ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 118 | * Charpoys ... ... .. | Each | 0 | 1 | 0 |
| 119 | Cheese, in cases ... .. | Case | Measurement | | |
| 120 | Do. loose ... ... | Each | 0 | 0 | 3 |
| 121 | Chemicals—*see* Drugs and Medicines. | | | | |
| 122 | Cheroots and Cigars ... .. | Case | Measurement | | |
| 123 | Chillies, dried ... ... ... | Ton | 0 | 9 | 0 |
| 124 | * Chillims, for hookas ... .. | One thousand | 0 | 1 | 0 |
| 125 | China copper cash ... ... | Ton | 0 | 8 | 0 |
| 126 | China flower pots ... ... | Each | 0 | 0 | 6 |
| 127 | Do. garden seats ... .. | ,, | 0 | 2 | 0 |
| 128 | Do. Preserves and Chow-chow ... ... .. | Case of ½ dozen and under | 0 | 1 | 0 |
| 129 | Do. do. .. | Case of over ½ doz. | 0 | 2 | 0 |
| 130 | Do. do. .. | Jar or pot | 0 | 0 | 3 |
| 131 | Do. roots ... ... ... | Ton | 0 | 12 | 0 |
| 132 | Do. and Japan fancy goods . | Case | Measurement | | |
| 133 | Do. ware in rolls, large .. | One doz. | 0 | 3 | 0 |
| 134 | Do. do. small ... | ,, | 0 | 1 | 6 |
| 135 | Do. white coppen ware .. | Case | 0 | 3 | 0 |
| 136 | Chooney ... ... ... | Candy of 8 furrahs or 9 Indian mds. | 0 | 2 | 0 |
| 137 | * Chunam, loose ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 138 | * Do. in packages .... | Ton | 0 | 8 | 0 |
| 139 | * Do. stones ... .. | ,, | 0 | 4 | 0 |
| 140 | * Clay, China and fire ... .. | ,, | 0 | 8 | 0 |
| 141 | * Do. country ... ... | Regd. ton. of vessel | 0 | 3 | 0 |
| 142 | Clay figures ... ... .. | Case. | 0 | 2 | 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 143 | Clocks... .. ... ... | Case of 8 c. ft. and over | 0 8 0 |
| 144 | Do. ... ... ... ... | Case of under 8 c. ft. | 0 4 0 |
| 145 | * Coal, coke, cinders, patent fuel and ashes ... ... | Ton | 0 2 0 |
| 146 | Do. do. do. .. | Cart-load | 0 2 0 |
| 147 | * Coal shoots ... ... ... | Each | 0 4 0 |
| 148 | Cocoanuts when numbers are declared ... ... ... | Per Thousand | 0 2 6 |
| 149 | Cocoanuts when numbers are not declared ... ... ... | Per Package | 0 1 0 |
| 150 | Cochineal ... ... ... | Cwt. | 0 2 0 |
| 151 | Cocum ... ... ... | Ton | 0 12 0 |
| 152 | Do. oil ... ... ... | Case or pot | 0 4 0 |
| 153 | Coffee ... ... ... .. | Ton | 0 12 0 |
| 154 | Do. dross ... ... .. | ,, | 0 6 0 |
| 155 | Coins, copper ... ... ... | Box or package | 0 1 0 |
| 156 | Coir fibre ... ... ... | Ton | 0 9 0 |
| 157 | Do. pressed ... ... .. | Bale | 0 1 6 |
| 158 | Do. rope, cable, cordage, and yarn ... ... .. | Ton | 0 9 0 |
| 159 | Colombo root .. ... ... | ,, | 0 12 0 |
| 160 | Confectionery .. ... .. | Case | Measurement |
| 161 | * Coojas or goblets, Muscat ... | One hundred | 0 4 0 |
| 162 | * Do. do. Goa, common ... ... ... | ,, | 0 2 0 |
| 163 | Coormoora (parched rice) | Package | 0 0 6 |
| 164 | Coosoomba—*see* Safflower. | | |
| 165 | * Copper, in sheets, slabs, or tiles ... .. | Ton | 0 8 0 |
| 166 | Do. ware and wire ... | ,, | 0 8 0 |
| 167 | Do. when no weight is given ... ... | Package | Measurement |
| 168 | Copperas ... ... .. | Ton | 0 12 0 |
| 169 | Copra ... ... ... .. | ,, | 0 9 0 |
| 170 | Coral ... ... ... ... | Package or box | 0 8 0 |
| 171 | Do. imitation ... ... | Case | Measurement |
| 172 | Cordage and hawsers, hemp, Europe and Manilla .. ... | Ton | 0 12 0 |
| 173 | Coriander seed ... ... | ,, | 0 9 0 |
| 174 | Corks ... ... ... ... | Bale or case | Measurement |
| 175 | Cotton, raw, pressed ... ... | Bale | 0 1 0 |
| 176 | Do. unpressed ... .. | Bale or docra of over 3 cwts. | 0 1 0 |
| 177 | Do. do. ... .. | Do. under 3 cwts. | 0 0 6 |
| 178 | * Cotton screw-jacks ... ... | Each | 0 0 6 |
| 179 | Couches and sofas ... .. | ,, | 0 2 0 |
| 180 | Cowries ... ... .. | Ton | 0 12 0 |
| 181 | Crackers, China ... .. | Case of one picul of 133 lbs. | 0 2 0 |
| 182 | Do. do. ... ... | Case under one picul | 0 1 0 |
| 183 | Crockery, porcelain, and earthenware ... ... ... | Crate or hogshead | Measurement |
| 184 | Croton seed (jamalgotee) ... | Ton | 0 12 0 |
| 185 | Cummin seed ... .. .. .. | ,, | 1 4 0 |
| 186 | Cuppas (mat bags) ... ... | One hundred | 0 4 0 |
| 187 | Do. ... ... ... | Coolie-load | 0 0 6 |
| 188 | Cutlery ... .. .. | Case | Measurement |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 189 | Dammer ... ... ... | Ton | 0 | 9 | 0 |
| 190 | Dates, dry ... ... ... | ,, | 0 | 9 | 0 |
| 191 | Do. wet ... ... ... | ,, | 0 | 9 | 0 |
| 192 | Do. in pots ... ... ... | One doz. pots. | 0 | 4 | 0 |
| 193 | * Dhooleakar (country soda earth) ... ... | Regd. ton. of vessel | 0 | 6 | 0 |
| 194 | Do. part cargo and in bags ... ... | Ton | 0 | 9 | 0 |
| | | ,, | 0 | 12 | 0 |
| 195 | Dhowri flowers ... ... | Fifteen hundred | 0 | 0 | 3 |
| 196 | * Dinner cups (leaves)... ... | ,, | 0 | 0 | 3 |
| 197 | * Do. leaves ... ... | Score | 0 | 1 | 0 |
| 198 | Dishes, wooden, large... ... | ,, | 0 | 0 | 6 |
| 199 | Do. do. small... ... | Ton | 0 | 8 | 0 |
| 200 | * Disinfecting powder... | Case | 0 | 2 | 0 |
| 201 | Dragon's blood ... ... | | | | |
| 202 | Drugs and medicines, foreign, not enumerated ... ... | Case or package | Measurement | | |
| 203 | Do. do. country ... | Bag | 0 | 1 | 0 |
| 204 | Drums, dubbers and dubbas ... | One hundred | 0 | 12 | 0 |
| 205 | Dyes, country, not enumerated. | Ton | 0 | 12 | 0 |
| 206 | Do. foreign ... ... | Case or package | Measurement | | |
| 207 | Earthen retorts and piping for drainage ... ... | Ton | 0 | 12 | 0 |
| 208 | Earthenware, foreign—*see* Crockery. | | | | |
| 209 | * Earthenware, country, by cargo boats and coasting vessels ... ... ... | Regd. ton. of vessel | 0 | 3 | |
| 210 | * Eggs ... ... ... ... | Basket or pot | 0 | 0 | 6 |
| 211 | Elephants' tusks and Moyes teeth—*see* Ivory. | | | | |
| 212 | Engines, garden ... ... | Each | 0 | 4 | 0 |
| 213 | Fans ... ... ... ... | Case | 0 | 2 | 0 |
| 214 | Fat, grease, lard and tallow ... | Ton | 0 | 12 | 0 |
| 215 | Feathers ... ... ... | Case or package | 0 | 2 | 0 |
| 216 | Felt ... ... ... ... | Bale | Measurement | | |
| 217 | * Firewood ... ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 218 | * Do. ... ... ... | Cart-load | 0 | 2 | 6 |
| 219 | * Fish, fresh ... ... ... | Mutchwa or bullow per month | 2 | 0 | 0 |
| | | Hody per month | 1 | 0 | 0 |
| 220 | * Do. do. ... ... ... | Boat manned by 2 men | 0 | 8 | 0 |
| 221 | * Do. do. ... ... ... | | | | |
| 222 | Fish, salted and dried, in packages... ... ... | Ton | 0 | 12 | 0 |
| 223 | Do. do. loose ... | Redg. ton. of vessel | 0 | 8 | 0 |
| 224 | Do. do. ... ... | Cart-load | 0 | 4 | 0 |
| 225 | Fish, tamarind ... ... | Keg | 0 | 1 | 0 |
| 226 | Fish-maws ... ... ... | Ton | 1 | 4 | 0 |
| 227 | Fishing nets, new ... ... | Each | 0 | 2 | 0 |
| 228 | Do. tackle ... ... | Case | 0 | 2 | 0 |
| 229 | Fish, roe ... ... ... | Pot or package | 0 | 1 | 0 |
| 230 | Flax ... ... ... ... | Bale | 0 | 2 | 0 |
| 231 | Flour ... ... ... ... | Ton | 0 | 12 | 0 |
| 232 | Flour in barrels, no weight given ... ... ... | Barrel | 0 | 1 | 0 |
| 233 | * Fruits, fresh, foreign ... | Case | 0 | 1 | 0 |
| 234 | * Do. do. ... ... | Barrel | 0 | 1 | 6 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 235 | * Fruits, from Zanzibar and Muscat .. ... ... | Basket | 0 0 6 |
| 236 | * . Do. from Cabul ... ... | Large basket or jambil | 0 6 0 |
| 237 | * Fruits, fresh, country ... | Regd. ton. of vessel | 0 4 0 |
| 238 | * Do. do. part cargo .. | Cart-load | 0 3 0 |
| 239 | * Do. country ... ... | Coolie-load | 0 0 6 |
| 240 | Fruits, dry, not enumerated ... | Ton | 0 12 0 |
| 241 | Do. from Europe ... | Case | Measurement |
| 242 | Furniture, not accompanying passengers ... | » | Do. |
| 243 | Gallnuts—*see* Myrabollams. | | |
| 244 | Ganja (*cannabis indica*) ... | Ton | 1 4 0 |
| 245 | Garlic ... ... .. ... | » | 0 12 0 |
| 246 | Ghee ... ... .. | » | 1 0 0 |
| 247 | Ginger, dry (Soonth) ... ... | » | 0 12 0 |
| 248 | * Do. green ... .. | Regd. ton. of vessel | 0 4 0 |
| 249 | * Do. do. part cargo ... | Cart-load | 0 3 0 |
| 250 | Glass-ware ... ... .. | Hogshead | Measurement |
| 251 | Glass, window ... .. | Box | 0 1 0 |
| 252 | Do. broken ... ... ... | Package | 0 1 0 |
| 253 | Glue ... ... ... ... | Ton | 1 0 0 |
| 254 | Goat's hair, loose, in bundles ... | Bundle or package | 0 0 6 |
| 255 | Do. do. pressed ... ... | Bale | 0 1 0 |
| 256 | Gold leaf—*see* Bullion. | | |
| 257 | Do. mock ... | Box or package | 0 1 0 |
| 258 | Gold and silver lace or jury ... | » | 0 4 0 |
| 259 | Grain of all kinds, loose and in bags... ... ... ... | Per ton of 3 candies 8 furrahs or 9 Indian Maunds to candy | 0 6 0 |
| 260 | * Grass, Green ... .. | Regd. ton. of vessel | 0 4 0 |
| 261 | * Do. ... ... | Cart-load | 0 2 0 |
| 262 | Grass-oil ... ... ... | Case or Pot | 0 4 0 |
| 263 | Grinding-stones, country ... | Pair | 0 0 6 |
| 264 | Groundnuts ... ... | Ton | 0 6 0 |
| 265 | Gums of kinds, not enumerated. | » | 1 0 0 |
| 266 | Gunny pieces and bags ... | Bale | 0 4 0 |
| 267 | Do. do. .. | Half bale | 0 2 0 |
| 268 | Do. do. .. | Bundle of 50 pieces | 0 1 0 |
| 269 | Gunpowder ... .. | See special rates at page 33. | ... |
| 270 | Guns, large, cannons, howitzers, &c.—*see* Military Stores and Arms. | | |
| 271 | Do. small rifles and fowling pieces, but not including military arms and equipment | Case | 0 4 0 |
| 272 | Do. do. pistols, revolvers, &c. do. ... | » | 0 2 0 |
| 273 | Haberdashery, millinery and hosiery .. ... ... | » | Measurement |
| 274 | Hams, in cases .. ... | » | Measurement |
| 275 | * Do. loose ... ... ... | Each | 0 0 3 |
| 276 | * Hardware ... ... .. | Ton | 0 12 0 |
| 277 | Do. when no weight is given ... .. .. | Package | Measurement |
| 278 | Harmoniums ... ... .. | Each | 1 0 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 279 | Harness and harness requisites ... ... | Case | Measurement | | |
| 280 | Hats and Caps—*see* Haberdashery and Millinery. | | | | |
| 281 | * Hay and straw ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 282 | * Do. pressed ... ... ... | Bale | 0 | 0 | 6 |
| 283 | * Do. in bundles ... ... | Cart-load | 0 | 2 | 0 |
| 284 | Hemp, loose, in bundles ... | Ton | 0 | 9 | 0 |
| 285 | Do. pressed ... ... | Bale | 0 | 1 | 0 |
| 286 | Hessians .. ... ... | ,, | 0 | 3 | 0 |
| 287 | * Hides, buffalo, &c. ... ... | One hundred | 0 | 8 | 0 |
| 288 | Honey ... ... ... | Package or pot | 0 | 1 | 0 |
| 289 | Hookas (cocoanut shells) ... | Package | 0 | 1 | 0 |
| 290 | Horns, buffalo, bullock and deer ... ... .. | Ton | 0 | 12 | 0 |
| 291 | Hulwa, in plates ... ... | Doz. Plates | 0 | 1 | 0 |
| 292 | Do. in jambils .. ... | Doz. Jambils | 0 | 0 | 6 |
| 293 | * Husk or chaff for burning bricks ... ... | Regd. ton. of vessel | 0 | 2 | 0 |
| 294 | Do. for animals ... ... | Candy of 8 furrahs or 2½ cwts. | 0 | 1 | 0 |
| 295 | Ice (small quantities for daily consumption on board to pass free) .. ... .. | Ton | 0 | 8 | 0 |
| 296 | Incense—*see* Olibanum. | | | | |
| 297 | Indian condiments ... .. | Case | Measurement | | |
| 298 | Indigo... ... ... .. | Ton | 1 | 0 | 0 |
| 299 | Ink ... ... ... ... | Case | 0 | 3 | 0 |
| 300 | Do. ... ... ... ... | Cask | 0 | 4 | 0 |
| 301 | Instruments, drawing, mathematical, musical and others not enumerated ... .. | Case or Package | Measurement | | |
| 302 | Ironmongery ... .. | Ton | 0 | 12 | 0 |
| 303 | Do. when no weight is given ... ... .. | Case | Measurement | | |
| 304 | * Iron, bar, hoop, pig, rod, scrap sheets, bands, angle, T. and old and steel, hoop .. | Ton | 0 | 6 | 0 |
| 305 | * Iron, other than the foregoing, including girders, casting pipes, &c. ... ... ... | ,, | 0 | 8 | 0 |
| 306 | Ivory and Elephant tusks .. | Cwt. | 0 | 2 | 0 |
| 307 | Do. ware ... ... ... | Package | 0 | 4 | 0 |
| 308 | Jaggery ... ... ... | Ton | 0 | 9 | 0 |
| 309 | Jars, fancy, large, China and Japan .. ... ... | Each | 0 | 1 | 0 |
| 310 | Do. Common, large ... ... | One hundred | 2 | 0 | 0 |
| 311 | Do. do. small ... . | ,, | 1 | 0 | 0 |
| 312 | Jewellery and trinkets ... | Box or package | 0 | 8 | 0 |
| 313 | Do. do. imitation ... | Case or package | 0 | 2 | 0 |
| 314 | Jute, raw, loose ... ... | Ton | 0 | 9 | 0 |
| 315 | Do. pressed ... ... | Bale | 0 | 1 | 0 |
| 316 | Kegs ... ... ... ... | One doz. | 0 | 2 | 0 |
| 317 | Khootwood ... ... ... | Ton | 0 | 12 | 0 |
| 318 | Kuskus for tatees ... ... | Package | 0 | 1 | 0 |
| 319 | Kerosine oil ... ... | Case of 10 gals. | 0 | 0 | 6 |
| 320 | Lac ... ... ... .. | Ton | 1 | 0 | 0 |
| 321 | Lac-dye ... ... ... | Package | 0 | 2 | 0 |
| 322 | Lavender flowers ... ... | Do. | 0 | 1 | 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 323 | Lanterns, country ... .. | One doz. | 0 6 6 |
| 324 | Lead, pig, piping, sheets, and rolls ... ... .. | Ton | 0 8 0 |
| 325 | Do. black, white, and red ... | Do. | 0 12 0 |
| 326 | Do. shot ... ... .. | Do. | 0 12 0 |
| 327 | Leather, country ... .. | Bundle of 25 | 0 2 0 |
| 328 | Do. foreign ... .. | Case or Package | Measurement |
| 329 | Liquorice-root ... ... | Ton | 0 12 0 |
| 330 | Liquors, foreign and country —*see* Spirits.. | | |
| | * Live stock— | | |
| 331 | Horses* ... ... ... | Each | 0 8 0 |
| 332 | Cows and buffaloes. .. | Do.. | 0 4 0 |
| 333 | Calves and pigs ... .. | Do. | 0 2 0 |
| 334 | Goats and sheep ... ... | Do. | 0 1 0 |
| 335 | Do. do. ... ... | Per 100 | 1 8 0 |
| 336 | Dogs and monkeys . .. | Each | 0 1 0 |
| 337 | Turkeys and geese... .. | One doz.. | 0 2 0 |
| 338 | Fowls and ducks ... ... | ,, | 0 1 6 |
| 339 | Tigers, bears, and other wild animals ... .. | Each | 2 0 0 |
| 340 | Luggage of European sailors, ship captains, naval officers, members of the water police and preventive officers, while proceeding on or off duty on board ... .. | Free | ... |
| 341 | * Passengers' Luggage ... | Free | ... |
| 342 | Do. brought by native coolies ... ... ... | Free | ... |
| 343 | Madder or Munjeet ... ... | Ton | 0 12 0 |
| 344 | * Marble and marble slabs ... | ,, | 0 12 0 |
| 345 | Marking nuts (bellama) ... | Package | Measurement |
| 346 | * Masts of mutchwas and padows ... ... | Each | 0 1 0 |
| 347 | * Do. of buggalows, cottias and pattimars ... .. | ,, | 0 2 0 |
| 348 | Matches, English ... .. | Case | Measurement |
| 349 | Do. country (Dewasali) .. | Bundle | 0 0 6 |
| 350 | Mats of sorts, foreign ... ... | Package of 50 | 0 2 0 |
| 351 | Mats, country... ... ... | Package of 100 | 0 2 0 |
| 352 | Do. cane ... ... .. | Roll of 25 | 0 2 0 |
| 353 | * Machinery ... ... ... | See special rates at | pp. 70 & 91 |
| 354 | Matting, Coir ... ... ... | Package | 0 1 0 |
| 355 | Do. rolls of coir carpet .. | ,, | 0 2 0 |
| 356 | Medicine—*see* Drugs. | | |
| 357 | Metals, not enumerated .. | Ton | 0 8 0 |
| 358 | * Mill and foundation stones ... | ,, | 0 8 0 |
| 359 | Millinery—*see* Haberdashery. | | |
| 360 | Mollasses and treacle ... .. | ,, | 0 12 0 |
| 361 | Mother-o'-pearl shells ... ... | ,, | 1 0 0 |
| 362 | Military stores, arms, equipment ... ... ... | ,, | 0 12 0 |

* When horses are landed or shipped in boxes wharfage and cranage should be charged only on the horses.

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 363 | Military stores, when no weight is given ... ... | Case | Measurement | | |
| 364 | Mineral waters ... ... | Case or Cask | 0 | 1 | 0 |
| 365 | Mowra and mowra flowers ... | Ton | 0 | 6 | 0 |
| 366 | Myrabollams ... ... ... | ,, | 0 | 6 | 0 |
| 367 | Myrrh ... ... ... ... | ,, | 1 | 4 | 0 |
| 368 | Nails of sorts ... ... ... | ,, | 0 | 8 | 0 |
| 369 | Naptha .. ... ... | Case of 10 gals. | 0 | 1 | 0 |
| 370 | Nowsagur—*see* Salammoniac. | | | | |
| 371 | Nux vomica ... ... ... | Ton | 0 | 12 | 0 |
| 372 | Oars, country ... ... ... | One doz. | 0 | 1 | 0 |
| 373 | Ochre of kinds ... ... | Ton | 0 | 8 | 0 |
| 374 | Oils, linseed, castor, and other vegetable ... — ... | Tin or drum up to 10 gals. | 0 | 1 | 0 |
| 375 | Do. do. do. ... | Ton | 0 | 12 | 0 |
| 376 | Do. perfumed, of sorts ... | Case or pot | 0 | 4 | 0 |
| 377 | Oil-cake ... ... .. | Ton | 0 | 9 | 0 |
| 378 | Oilman's Stores ... ... | Case | Measurement | | |
| 379 | Olibanum ... ... ... | Ton | 1 | 4 | 0 |
| 380 | Opium ... ... ... | Chest of 140 lbs. | 1 | 0 | 0 |
| 381 | Do. ... ... .. | Half chest | 0 | 8 | 0 |
| 382 | Orsidue or brass leaves ... | Package | 0 | 0 | 6 |
| 383 | Overland post parcels .. ... | Each | 0 | 0 | 6 |
| 384 | Paints, oil ... ... | Ton | 0 | 12 | 0 |
| 385 | Palanquins and doolies ... | Each | 0 | 8 | 0 |
| 386 | Paper of kinds ... ... | Bale | 0 | 2 | 0 |
| 387 | Papudkhar (country soda) ... | Ton | 0 | 9 | 0 |
| 388 | Paraffine and petroleum—*see* Kerosine. | | | | |
| 389 | Patch leaves .. ... ... | Case | 0 | 2 | 0 |
| 390 | Pearls .. ... ... ... | Box or package | 0 | 8 | 0 |
| 391 | Do. imitation ... ... | ,, | 0 | 2 | 0 |
| 392 | Pepper of kinds and pepper Roots .. ... | Ton | 1 | 4 | 0 |
| 393 | Perfumery, hair oils, pomades, &c., unenumerated ... ... | Case | Measurement | | |
| 394 | Pianofortes ... ... .. | Each | 2 | 0 | 0 |
| 395 | Piece-goods, cotton .. ... | Bale | 0 | 2 | 0 |
| 396 | Do. silk and velvets .. | ,, | 0 | 6 | 0 |
| 397 | Do. cotton and silk large bales ... ... | ,, | 0 | 6 | 0 |
| 398 | Do. and woollens ... | ,, | 0 | 2 | 0 |
| 399 | Pipes, clay, smoking, common. | Case | 0 | 1 | 0 |
| 400 | Pistachio nuts ... ... ... | Ton | 1 | 0 | 0 |
| 401 | Pitch ... ... ... | Ton | 0 | 12 | 0 |
| 402 | Plants, shrubs, and trees ... | Cart-load | 0 | 4 | 0 |
| 403 | Do. do. ... | Coolie-load | 0 | 0 | 6 |
| 404 | Platedware—*see* Bullion. | | | | |
| 405 | Plums—*see* Dry Fruits. | | | | |
| 406 | Porcelain—*see* Crockeryware. | | | | |
| 407 | Poultry and Birds—*see* Live Stock. | | | | |
| 408 | Powa ... ... ... | Package | 0 | 0 | 6 |
| 409 | Precious stones ... ... | Box or package | 0 | 8 | 0 |
| 410 | Provisions, fresh, for daily use on board ... ... ... | Free | | | |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 411 | Provisions, fresh, for voyage ... | Coolie-load | 0 1 0 |
| 412 | Pudwas ... ... ... | Ton | 0 12 0 |
| 413 | Quicksilver ... ... ... | Bottle | 0 2 0 |
| 414 | Railway Plant and materials .. | See special rates | at pp. 70 & 91 |
| 415 | Rafters—*see* Timber. | | |
| 416 | Rags ... ... ... | Bale or package | 0 1 0 |
| 417 | * Rattans ... ... ... | Ton | 0 12 0 |
| 418 | * Do. Malacca ... ... | One doz. | 0 1 0 |
| 419 | * Reeds ... ... ... | Bundle | 0 0 6 |
| 420 | * Do. ... ... ... | Cart-load | 0 4 0 |
| 421 | * Road metal ... ... ... | Regd. ton of vessel | 0 2 0 |
| 422 | Rose flowers, dried .. | Ton | 0 12 0 |
| 423 | Rose-water ... ... | Case | 0 1 6 |
| 424 | Do. ... ... ... ... | Carboy | 0 0 6 |
| 425 | Rosin ... ... ... | Ton | 0 12 0 |
| 426 | Safflower (Coosoomba)... .. | ,, | 1 0 0 |
| 427 | Saddlery—*see* Harness and Harness Requisites. | | |
| 428 | Sago ... ... ... | ,, | 0 12 0 |
| 429 | Do. ... ... ... | Case or package | Measurement |
| 430 | * Sails, of buggalows, cotias, and pattimars .. | Each | 0 4 0 |
| 431 | * Do. of padows ... | ,, | 0 2 0 |
| 432 | * Do. of mutchwas ... | ,, | 0 1 0 |
| 433 | Sailum-misree ... .. | Ton | 2 8 0 |
| 434 | Salammoniac ... .. | ,, | 0 12 0 |
| 435 | * Salt, country ... ... | Regd. ton of vessel | 0 4 0 |
| 436 | Saltpetre ... ... ... | Ton | 0 12 0 |
| 437 | Samada stones ... ... | ,, | 0 12 0 |
| 438 | Samples and trusses ... | Parcel | 0 1 0 |
| 439 | Do. do. ... . | Case | Measurement |
| 440 | * Sand deposited on wharf ... | Ton | 0 2 0 |
| 441 | * Do. do. on hard ... | ,, | 0 1 6 |
| 442 | Sandalwood ... .. | ,, | 1 0 0 |
| 443 | Do. boxes and ware ... | Package | 0 2 0 |
| 444 | Sapanwood ... ... | Ton | 0 10 0 |
| 445 | Scinde work ... ... | Case or package | 0 2 0 |
| 446 | Seeds—oil, linseed, teel, castor, rape, mustard, niger, poppy, &c. ... ... ... | Ton | 0 8 0 |
| 447 | Seeds, other than oil seeds, not enumerated ... ... ... | ,, | 0 12 0 |
| 448 | Senna leaves ... ... ... | ,, | 0 12 0 |
| 449 | Shark-fins ... ... ... | ,, | 1 4 0 |
| 450 | Sawjeera ... .. .. | ,, | 0 12 0 |
| 451 | Shawls, Cashmere and Delhi ... | Case or package | 0 8 0 |
| 452 | Do. Europe ... ... | ,, | Measurement |
| 453 | Shells, in cases, unenumerated ... ... ... | ,, | 0 2 0 |
| 454 | Do. loose and in bags, unenumerated ... ... ... | Ton | 0 12 0 |
| 455 | Shellac ... ... ... | ,, | 1 0 0 |
| 456 | Shikakai ... ... ... | ,, | 0 12 0 |
| 457 | Shooks, barrel... ... ... | Each barrel | 0 0 6 |
| 458 | Silk, raw ... ... ... | Case or bale | 0 4 0 |
| 459 | *Skins, goat and sheep, tanned. | Case or bale | 0 2 0 |
| 460 | * Do. do. untanned ... | Bundle | 0 1 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. a. p. |
|---|---|---|---|
| 461 | Soap, perfumed, foreign ... | Case | Measurement Do. |
| 462 | Do. bar do. ... | ,, | |
| 463 | Do. country, bar and soft ... | Ton | 0 12 0 |
| 464 | Soapnuts ... ... ... | ,, | 0 12 0 |
| 465 | Soda, foreign ... ... ... | Case | 0 2 0 |
| 466 | Do. country—*see* Papudkhar. | | |
| 467 | Supras (winnowing fans) ... | One hundred | 0 2 0 |
| 468 | Soorungy ... ... ... | Ton | 0 12 0 |
| 469 | *Spelter and solder ... .. | ,, | 0 8 0 |
| 470 | Spices—cinnamon, mace, cloves, nutmegs, bastard cardamoms and others unenumerated (for cardamoms, *see* Special Rate). | ,, | 0 12 0 |
| 471 | Spirits and wines, foreign, in wood ... ... ... | Per Imp. gal. | 0 0 2 |
| 472 | Do. do. do. in bottles .. ... .. | 1 doz. qts. or 2 doz. pints | 0 1 0 |
| 473 | Do. country .. ... ... | Three Imp. gals. | 0 0 2 |
| 474 | Do. beer, porter, &c.—*see* Ale. | | |
| 475 | Stationery, unenumerated ... | Case | Measurement Do. |
| 476 | Do. do. ... | Cask | |
| 477 | Staves, barrel—*see* Shooks. | | |
| 478 | * Steel .. ... ... ... | Ton | 0 8 0 |
| 479 | * Stones, ballast—*see* Ballast. | | |
| 480 | * Do. laddy, paving and sand dressed. ... | Regd. ton. of vessel | 0 4 0 |
| 481 | * Do. do. do. | Cart-load | 0 4 0 |
| 482 | * Do. do. do. undressed and rough | Ton | 0 2 0 |
| 483 | * Do. rollers of, large ... | Each | 0 4 0 |
| 484 | * Do. do. small ... | ,, | 0 2 0 |
| 485 | * Stoneware, country ... ... | Cart-load | 0 6 0 |
| 486 | * Do do. ... ... | Package | 0 1 0 |
| 487 | * Stores, old, marine ... ... | Cart-load | 0 4 0 |
| 488 | * Suffrys for making mat bags.. | ,, | 0 4 0 |
| 489 | Sugar and Sugarcandy ... | Ton | 0 12 0 |
| 490 | Sugar, loaf ... ... ... | Case | 0 2 0 |
| 491 | * Sugarcane ... ... .. | Regd. ton. of vessel | 0 4 0 |
| 492 | * Do. ... ... ... | Cart-load | 0 3 0 |
| 493 | Sulphur ... ... .. | Ton | 0 12 0 |
| 494 | Sweetmeat, native ... ... | Case or package | 0 2 0 |
| 495 | Do. ... ... ... | Pot or basket | 0 0 6 |
| 496 | Syrup and sherbet ... ... | Case | 0 2 0 |
| 497 | Tallow—*see* Fat. | | |
| 498 | * Tamarind, raw and green ... | Regd. ton. of vessel | 0 4 0 |
| 499 | * Do. do. .. | Cart-load | 0 3 0 |
| 500 | Do. preserved (ambli)... | Ton | 0 12 0 |
| 501 | Tar ... ... ... ... | ,, | 0 12 0 |
| 502 | Tea ... ... ... ... | Chest of 60 lbs. | 0 2 0 |
| 503 | Do. ... ... ... ... | Half chest | 0 1 0 |
| 504 | Do. ... ... ... .. | Package below half chest | 0 0 6 |
| 505 | * Tents, double-poled... ... | Each | 1 0 0 |
| 506 | * Do. single-poled .. ... | ,, | 0 8 0 |
| 507 | * Do. rowtees ... .. | ,, | 0 4 0 |
| 508 | * Do. beechobas ... .. | ,, | 0 2 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| 509 | * Tiles, country. ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 510 | * Do. do. ... ... | Cart-load | 0 | 2 | 0 |
| 511 | Do. flooring, packed. ... | Ton | 0 | 12 | 0 |
| 512 | * Do. foreign and Mangalore. | One thousand | 1 | 8 | 0 |
| 513 | * Timber, blackwood, ebony, teak and pine, in logs, squares, planks, and scantlings ... ... | Ton of 50 c. ft. | 0 | 8 | 0 |
| 514 | * Do. bhendy, jungle, and rafters. ... ... | Regd. ton. of vessel | 0 | 6 | 0 |
| 515 | * Do. rafters, by raft ... | Cart-load | 0 | 4 | 0 |
| 516 | * Tin, of kinds ... ... | Ton | 0 | 8 | 0 |
| 517 | Tin plates ... ... ... | Case | 0 | 0 | 6 |
| 518 | Tobacco, country, in leaf, unmanufactured ... ... | Bale | Measurement | | |
| 519 | Tobacco, foreign, manufactured, but not cheroots ... .. | Case | 0 | 2 | 0 |
| 520 | Tortoise shell ... ... ... | ,, | 0 | 4 | 0 |
| 521 | Toys ... ... ... .. | ,, | Measurement | | |
| 522 | Trunks and boxes, country, empty ... .. | Of 6 c. ft. and under, each | 0 | 0 | 6 |
| 523 | Do. do. ... .. | Of over 6 c. ft., each | 0 | 1 | 0 |
| 524 | Do. foreign ... ... | Each | 0 | 2 | 0 |
| 525 | Do. camphor-wood drawers ... ... ... | Each piece | 0 | 4 | 0 |
| 526 | Turmeric ... ... ... | Ton | 0 | 12 | 0 |
| 527 | Turpentine ... ... ... | Case of 10 gals. | 0 | 1 | 0 |
| 528 | Twine, country. ... ... | Ton | 0 | 12 | 0 |
| 529 | Twist and yarn. ... .. | Bale | 0 | 2 | 0 |
| 530 | Umbrellas ... ... | Case or package | Measurement | | |
| 531 | Varnish ... ... .. | Case of 5 gals. | 0 | 1 | 0 |
| 532 | * Vegetables, fresh ... ... | Regd. ton. of vessel | 0 | 4 | 0 |
| 533 | * Do. do. ... .. | Cart-load | 0 | 3 | 0 |
| 534 | * Do. do. ... ... | Coolie load | 0 | 0 | 6 |
| 535 | Vermilion ... ... ... | Ton | 0 | 12 | 0 |
| 536 | Do. ... ... .. | Case | 0 | 1 | 0 |
| 537 | Vinegar, country ... ... | Hogshead | 0 | 2 | 0 |
| 538 | Do. do. ... ... | Pot or Carboy | 0 | 0 | 6 |
| 539 | Wines, liquors, &c.—*see* Spirits. | | | | |
| 540 | Wire, of sorts, not enumerated. | Ton | 0 | 12 | 0 |
| 541 | Wire, when no weight is given. | Case | Measurement | | |
| 542 | Wool, Berlin—*see* Haberdashery. | | | | |
| 543 | Wool, raw, up to 1½ cwt., unpressed ... ... ... | Docra<br>to 3 cwts. | 0<br>0 | 2<br>3 | 0<br>0 |
| 544 | Wool, raw, over 1½ cwt. ... | Bale or bora above 3 cwts. | 0 | 4 | 0 |
| 545 | Wool, pressed .. ... | Bale | 0 | 1 | 0 |
| 546 | Woollens—*see* Piece Goods. | | | | |
| 547 | * Walnuts—*see* Akroots. | | | | |
| 548 | Watches, gold and silver ... | Case | 0 | 8 | 0 |
| 549 | Do. other than above .. | ,, | 0 | 4 | 0 |
| 550 | Whiting ... ... ... | Ton | 0 | 8 | 0 |
| 551 | * Yellow metal, sheets. ... | ,, | 0 | 8 | 0 |
| 552 | * Zinc sheeting. ... | ,, | 0 | 8 | 0 |

| No. of Item. | Description of Goods. | How charged. | Wharfage Fee. Rs. | a. | p. |
|---|---|---|---|---|---|
| | *Charges for measurement.* | | | | |
| | On all Goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rates will be :— | | | | |
| 553 | If under 4 cubic feet ... ... | Package | 0 | 1 | 0 |
| 554 | If of 4 and under 6 cubic feet ... | ,, | 0 | 2 | 0 |
| 555 | If of 6 and under 10 cubic feet... | ,, | 0 | 2 | 6 |
| 556 | If of 10 and under 15 cubic feet. | ,, | 0 | 3 | 0 |
| 557 | If of 15 and under 20 cubic feet. | ,, | 0 | 4 | 0 |
| 558 | If of 20 and under 30 cubic feet. | ,, | 0 | 6 | 0 |
| 559 | If of 30 and under 40 cubic feet. | ,, | 0 | 7 | 0 |
| 560 | If of 40 and under 50 cubic feet. | ,, | 0 | 8 | 0 |
| 561 | If of 50 and under 60 cubic feet. | ,, | 0 | 10 | 0 |
| 562 | If of over 60 cubic feet... ... | ,, | 0 | 12 | 0 |
| 563 | On all goods not enumerated, chargeable by weight, the rate will be :— ... | Ton | 0 | 12 | 0 |
| 564 | All description of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 3 c. feet, will be charged ... ... | Package | 0 | 1 | 0 |
| 565 | Provisions and furniture for pic-nic and excursion parties, will be allowed to pass free. | | | | |
| 566 | Four annas will be levied for each duplicate chuppa or receipt issued. | | | | |
| 567 | Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each. | | | | |

*Tonnage Fees and Basin Rents.*

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving, will be charged :—

| | | Rs. | a. | p. |
|---|---|---|---|---|
| Cargo boats up to 20 tons each ... ... | per month | 0 | 4 | 0 |
| Do. over 20 tons and up to 30 tons each... | ,, | 0 | 8 | 0 |
| Do. over 30 tons each ... ... ... | ,, | 1 | 0 | 0 |
| Barges up to 60 tons each ... ... ... | ,, | 2 | 0 | 0 |
| Do. over 60 tons each .. ... ... | ,, | 3 | 0 | 0 |
| Ferry steamers each ... ... ... ... | ,, | 75 | 0 | 0 |
| ,, per registered ton ... ... | per day | 0 | 1 | 0 |

2. Coasting vessels, excepting those specified in Section 4, arriving at or departing from any of the Port Trust wharves or basins, will be charged per registered ton Rs. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will be allowed to remain at the wharves or in the

basins for the purpose of discharging or loading 7 days free of rent; after that time they will be charged as under, in addition to the one anna per ton as per preceding section :—

| | | Rs. a. p. |
|---|---|---|
| If under 20 tons each ... ... ... ... | per day | 0 8 0 |
| If over 20 and up to 30 tons ... ... ... | ,, | 0 12 0 |
| If over 30 and up to 40 tons ... ... ... | ,, | 1 8 0 |
| If over 40 tons ... ... ... ... ... | ,, | 2 0 0 |

4. Vessels arriving at any of the Port Trust Bunders from the undermentioned ports, or from any ports lying within the line of Kennery Island and to the south of Kaylan, Bhiwndi, or leaving the Port Trust Bunders for the same ports, will be charged half the above rates shown in Sections 2 and 3, but will only be allowed 5 free days :—

Antora, Kaylan, Karanja, Nagotna, Urun, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamtar, Mandva, Oolva, Panvel, Trombay.

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

| | | Rs. a. p. |
|---|---|---|
| Cargo boats and barges from 10 to 25 tons each ... ... ... ... ... ... | per day | 0 4 0 |
| Do. over 25 and up to 50 tons ... | ,, | 0 8 0 |
| Do. over 50 tons ... ... ... | ,, | 1 0 0 |

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

| | | Rs. a. p. |
|---|---|---|
| Barges, each ... ... ... ... ... | per day | 0 8 0 |
| Cargo boats ... ... ... ... ... | ,, | 0 4 0 |
| Muchwas and jolly boats ... ... ... | ,, | 0 2 0 |
| Hodies ... ... ... ... ... ... | ,, | 0 1 0 |

7. Boats engaged in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bunders, will be charged :—

| | | | Rs. a. p. |
|---|---|---|---|
| Steam launches ... ... ... ... | Each | per month | 3 0 0 |
| Jolly boats, bunder boats, dingees and muchwas ... ... ... ... | ,, | ,, | 1 0 0 |
| Cargo boats ... ... ... ... | ,, | ,, | 1 8 0 |
| Bullows ... ... ... ... ... | ,, | ,, | 1 8 0 |
| Hodies ... ... ... ... ... | ,, | ,, | 0 8 0 |
| Ships', Customs, Water Police, and Government boats ... ... ... | ,, | ,, | free |
| Yachts, Dubashes', Stevedores,' Doctors', and Surveyors', boats ... ... ... ... ... | ,, | ,, | free |

*Hard Fees.*

8. Vessels using the Hards south of Tank Bunder for oiling and repairing will be charged :—

| | | First day. Rs. a. p. | Each Succeeding day Rs. a. p. |
|---|---|---|---|
| Bumboats and jolly boats | Each | 0 6 0 | 0 2 0 |
| Tonies ... ... ... ... | ,, | 0 3 0 | 0 1 6 |
| Boats, from 10 to 15 tons ... | ,, | 0 8 0 | 0 3 0 |
| Do. over 15 to 25 tons ... | ,, | 1 0 0 | 0 6 0 |
| Do. over 25 to 100 tons ... | ,, | 2 0 0 | 1 0 0 |
| Do. over 100 tons ... ... | ,, | 4 0 0 | 2 0 0 |

9. Vessels using the Hards north of the Mazagon Reclamation for oiling and repairing will be charged :—

| | | First day. Rs. a. p. | Each Succeeding day. Rs. a. p. |
|---|---|---|---|
| Tonies ... ... ... ... ... | Each | 0 1 0 | 0 0 6 |
| Bumboats and jolly boats ... ... | ,, | 0 2 0 | 0 1 0 |
| Boats, from 5 to 15 tons ... ... | ,, | 0 3 0 | 0 1 6 |
| Do. over 15 and up to 20 tons ... | ,, | 0 5 0 | 0 2 0 |
| Do. over 20 and up to 30 tons ... | ,, | 0 8 0 | 0 3 0 |
| Do. over 30 and up to 50 tons ... | ,, | 1 0 0 | 0 6 0 |
| Do. over 50 and up to 100 tons .. | ,, | 2 0 0 | 1 0 0 |
| Do. over 100 tons ... ... ... | ,, | 3 0 0 | 1 8 0 |

10. Harbour crafts and barges getting broken up on the Hards will be charged in addition to wharfage fees for materials removed per ton Rs. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed per ton Rs. 0-4-0.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

| | | Rs. a. p. |
|---|---|---|
| Pattimars and cottias, each ... ... | per mensem | 2 0 0 |
| Cargo boats and gulbuts ... ... ... ... | ,, | 1 0 0 |
| Muchwas ... ... ... ... ... ... | ,, | 0 8 0 |
| Hodies ... ... ... ... ... ... ... | ,, | 0 4 0 |
| Timber, for first 12 months ... ... ... | per ton | 0 4 0 |
| Do. on renewal .. ... ... ... ... | ,, | 0 8 0 |

13. Vessels lying on the Hards south of Tank Bunder will be charged double the rates in preceding section.

*Cranage Fees.*

14. These fees will be charged as follows :—

| | | Rs. a. p. |
|---|---|---|
| Horses, cows, and buffaloes ... ... ... ... | Each | 0 8 0 |
| Calves ... ... ... ... ... ... | ,, | 0 4 0 |
| Bale and box goods and other merchandise up to 1½ tons, by hand crane ... ... | per ton | 0 4 0 |
| Do. do. by steam crane .. .. ... | ,, | 0 6 0 |
| Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane ... ... ... .. | ,, | 0 6 0 |
| Do. do. 67 steam crane ... ... ... | ,, | 0 8 0 |
| Do. do. above 3 to 6 tons by hand crane ... | ,, | 0 8 0 |
| Do. do. above 6 tons ... ... ... ... ... | ,, | 1 0 0 |

The above charges, when hand cranes are used, do not include labour.

15. At Tank Bunder logs of timber by derricks will be charged, per cart-load ... ... Rs. 0 1 0

*Fees for Water.*

16. Vessels coming to the Port Trust Bunders for water will be charged :—

| | | Rs. a. p. |
|---|---|---|
| Boats, small ... ... ... ... ... | each per trip | 0 2 0 |
| Cargo boats ... ... ... ... .. | ,, ,, | 0 4 0 |
| Coasting vessels of 25 tons and under ... | ,, ,, | 0 8 0 |
| Do. of over 25 and up to 40 tons .. | ,, ,, | 0 12 0 |
| Do. of over 40 tons ... ... ... | ,, ,, | 1 0 0 |
| Steam barges ... ... ... ... ... | ,, ,, | 0 8 0 |

Vessels that have paid the tonnage fees will be exempted from these charges.

*Rents.*

17. All goods marked with an asterisk * will be allowed to remain free of rent as under ; should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

| | | |
|---|---|---|
| If on wharf front or roads, | 48 hours ... | ...Rs. 30 per 500 sq. ft. |
| If in sheds, | 3 days ... ... ... | ... ,, 20 ,, ,, |
| If on Bunders 30 feet behind wharf, | 5 days | ... ,, 15 ,, ,, |

18. Goods not marked with an asterisk—

A. Goods subject to Imperial Duty and duty-free Piece-goods and Yarn will be allowed 7 days free of rent if stored in sheds or kept 30 feet behind the wharf front.

B. Free goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds or 30 feet behind the wharf.

C. Free goods from free ports which can be passed on the Manifest will be allowed 3 days if in sheds or 30 feet behind wharf front.

D. Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A., B., and C. have expired, extra fees will be incurred for every 3 days or part of 3 days at the rate of the wharfage fee to which the goods may be liable ; and in the case of D. the extra fee will be incurred for every 48 hours or part thereof.

| | Rs. | a. | p. |
|---|---|---|---|
| 19. Scales for weighment of goods when placed on the wharf fronts in sheds or on roads will be charged on account of space occupied per scale per day ... | 0 | 8 | 0 |
| When placed on any other part of the Bunder, the charge will be per scale per day... ... ... | 0 | 6 | 0 |

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

| | Rs. | a. | p. |
|---|---|---|---|
| 20. Goods, excepting wet dates and jaggery, when re-packed on the Bunders, will be charged, per package ... ... ... ... ... ... | 0 | 0 | 6 |
| Do. wet dates and jaggery, per package ... ... | 0 | 0 | 3 |

21. In computing the number of days for charging rents and extra fees, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial Duty may not be received, will be omitted.

22. Warehouse shed and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.

*Transhipment.*

23. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

24. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

*Note.*—Rules 23 and 24 apply only to goods transhipped under Chapter XII. of Sea Customs Act without Import or Export documents.

*Shut-out Goods.*

25. Goods shipped from the Port Trust Bunders, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

*Work at Nights and on Holidays.*

26. Work at nights, on Sundays, and on the General Public Holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day will be permitted on the Port Trust Bunders with the Traffic Manager's consent on payment of the following charges :—

| | | |
|---|---|---|
| For Sunday work, sunrise to sunset ... ... ... | Rs. | 10 |
| „ Half-day from sunrise to noon, or from noon to sunset ... ... ... ... ... ... | „ | 5 |
| „ Public Holidays (whole or part day) ... ... | „ | 10 |
| „ Night work, sunset to mid-night ... ... ... | „ | 5 |
| „ „ from sunset to sunrise, or for any work between mid-night and sunrise ... ... | „ | 10 |

*Re-packed Goods.*

27. Goods shipped from the Trustees' Bunders, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

*Vessels put back from stress of Weather.*

28. Vessels that may put back through stress of weather or in distress, will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

*Outlying Bunders.*

29. Goods landed and shipped at the Chaupati, Mahim, and Warli Bunders, and at the Bunders north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage rents, &c.

*Special Rates for Boilers, Machinery, Railway Plant and Materials.*

| | Wharfage. | Dock and Crange. | Total. |
|---|---|---|---|
| | Rs. as. p. | Rs. as. p. | Rs. as. p. |
| Up to ½ of a ton ..... | 0 8 0 | 1 0 0 | 1 8 0 |
| Over ½ and not exceeding 1½ tons ..... | 0 12 0 | 1 4 0 | 2 0 0 |
| „ 1½ „ 5 „ ..... ..... | 0 12 0 | 1 8 0 | 2 4 0 |
| „ 5 „ 8 „ ..... | 0 12 0 | 2 0 0 | 2 12 0 |
| „ 8 „ 100 „ ..... | 1 8 0 | 10 0 0 | 11 8 0 |

Machinery in pieces will be charged by measurement or weight at option of Dock Officers ; if by measurement, forty cubic feet will be considered a ton. Articles not landed on the wharf, but lowered into lighters, will not be charged wharfage, but only Dock and Cranage rates, unless the weight is kept suspended for more than quarter of an hour.

For lifting from the hold of a vessel ond placing on deck half Dack and Cranage rates, but no Wharfage fee will be charged.

Vessels occnpying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the Cranage fees.

An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

Boilers lifted out of a vessel on to the wharf for repair and then lifted back again will be charged full rates for the first operation and half rates for the second.

For masting and dismasting ships the following charges will be levied :—

| For Ships of Ton. | Main Mast. | Fore Mast. | Mizen Mast. | Bowsprit. |
|---|---|---|---|---|
| 1,500 to 2,000 | 240 | 110 | 85 | 55 |
| 1,000 to 1,500 | 110 | 90 | 65 | 45 |
| 750 to 1,000 | 80 | 60 | 50 | 30 |
| 300 to 750 | 50 | 40 | 30 | 20 |

In the case of masts and bowsprits the ship will provide slings and the labour required for slinging both for masting and dismasting.

In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

# GENERAL MEETINGS IN 1881-82.

A SPECIAL GENERAL MEETING of the Chamber of Commerce was held on Friday the 14th July, 1882, at 3 p.m. (Bombay Time), to transact the following business :—

1. To consider the form of Eastern Bill of Lading.
2. To consider the question of Sunday working, and to discuss any other questions that may be brought forward.

*Present :*

The Hon'ble W. M. MACAULAY, *Chairman, in the Chair.*

Mr. D. H. Glade,
,, W. M. Macdonald,
,, J. Tinter,
,, J. Wilson,
,, O. Fiedler,
,, A. Cooper,
,, L. R. W. Forrest,
,, J. Lang,
,, A. W. Lyon,
,, A. F. Beaufort,
Mr. R. Roberts,
,, J. A. Cassels,
,, H. Curjel,
,, J. Fachiri,
,, C. Douglas,
,, J. Steiner,
,, C. T. Meili,
,, H. A. Richardson,
,, John Marshall,
,, F. D. Parker, and

Mr. D. Watson, *Acting Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman said—There has been no General Meeting since the present Committee came into office, and I will, therefore, now give you, as well as I am able, a brief report on the various subjects which have occupied our attention. The first matter I will refer to was an inheritance from our predecessors, viz., the correspondence with Government in regard to grain rates by the Rajpootana Railway. We have exchanged several letters with Government, but our efforts have been only partially successful. A reduction of less than two annas per maund in the through rates from Agra and Delhi to Bombay was conceded for a period of three months from 1st June last, and I learn from Mr. Wood, of the B. B. & C. I. Railway, that there is a probability of the time being extended. We did not confine ourselves to advocating a reduction in rates. We endeavoured also to obtain fair

play for this port in competition with Calcutta, but the result so far is most disappointing and the injustice of permitting a much higher rate to be charged to Bombay is not only continued, but the Government of India attempt to show that the excess is necessary and therefore justifiable. No sooner was the reduction sanctioned on the Rajpootna line than a similar reduction was made by the East Indian, so that our complaint of unfairness is still unredressed. Our first letter on this subject was written as long ago as November, and I believe no time was lost in forwarding it to the Government of India; yet it was not until last month that an answer was received. The Government of India had no doubt many subjects of importance to deal with in the interval, but nevertheless I think that our representations might have called forth an earlier reply. With the contents of that reply the Committee have already dealt, and I think that any impartial person must admit that Government have failed to prove their contention, which is practically that it is fair to charge 32 per cent. more for carriage to Bombay than to Calcutta. If it can be shown that the actual cost of carriage to Bombay is 32 per cent. greater than to Calcutta, we have nothing more to say, but this has not been proved. On the contrary, if we understand the figures adduced by Government aright the difference in favour of Calcutta is a comparative trifle; and this small advantage is more than counterbalanced by the original cost of making the Rajpootana line being only one-fourth of the cost of the East India line, but it would appear as if this very important element had been lost sight of altogether. We do not, of course, expect traffic to be carried at a loss, but it seems to me it would be a wise course were Government to carry cheap articles like grain (which cannot afford a high freight) at a rate which would merely cover outlay, and this not only by the Rapootana but by the East Indian as well. Such a policy would greatly develop the export trade and bring some of the riches into this country which now flow to America and other wheat-producing states. I am satisfied that were this course followed it could not fail to bring increased prosperity to the agricultural population to an extent which would far outweigh any trifling loss of revenue from decreased railway profits. We have reminded Government that the main object in making the Rajpootana line was to develop the resources of the country through which it passes, and this object can only be partially achieved so long as the trade is restricted by frequent fluctuations and unnecessarily high rates. In no other way can the line be made so beneficial as in affording cheap

means of transit for the produce of the neighbouring districts, and Government only pay 4 per. cent. for the capital which constructed the line, it should be satisfied with rates which would yield that return and no more but last year's working resulted in a profit of 5¾ per cent. and that too, notwithstanding that the Traffic Manager admitted that the rolling-stock at his disposal was fully occupied during the greater part of the year and rates were only reduced in the monsoon when traffic was less brisk. He urged this as an argument against a reduction in rates, but the Committee were of opinion that it showed conclusively that the line was insufficiently provided with rolling-stock, and we have urged Government to give special attention to the question of rolling-stock, and if they really desire to reduce the cost of working they will take care that there is always rather a surplus than a scarcity in the future, it being well known that the cost of haulage decreases in the same ratio as the volume of traffic increases. The benefit accrued to this country from the extra profit of 1¾ per cent. (which amounted after all to only about seven lakhs of rupees) is a mere bagatelle in comparison with what would have been derived from a larger export of grain. It has struck me from the correspondence and from watching what has come before me that the Rajpootana line is handicapped by want of practical knowledge of railway working which must tell greatly against it. No one is born a practical railway manager—the requisite knowledge can only be acquired by long experience, and no one without such experience is qualified or ought to be entrusted with the guidance of a large undertaking which is simply a commercial concern requiring special knowledge and training. I am confident that were the management less theoretical and more practical, we should have less cause to find fault. Our Government have only to look to America for an example of the marked success which has attended the policy of developing the export trade by cheapening railway transit, and unless they assist the trade similarly India will not be able to compete with other countries as a supplier of wheat in the European markets. You will recollect that while the previous Committee were in office they urged on Government the desirability of constructing a line of railway from Godra to Rutlam and thence to Gwalior with the view of extending it hereafter to Cawnpore. The local Government recommended that a survey of the proposed line should be made as far as Rutlam, but even this was not sanctioned, although there was every reason to believe that had the line been sanctioned, private captial would have been forth

coming to make it. The strongest argument the Government of India could use against this proposal was that there would shortly be increased facilities for shipping produce at Diamond Harbour. What connection Diamond Harbour has with the question of bringing Bombay into more direct communication with the North-West Provinces, which we aimed at I fail to see, but the allusion shows pretty clearly the very strong bias which exists in high circles against any measures which is calculated to interfere with the prosperity of Calcutta, however much it may be beneficial to this Presidency. In the face of this resolution the Committee felt it would do no good to press their views further, and we, therefore, asked the local Government to indicate which of the other proposed routes to the North-West would meet with His Excellency's support. In reply we were informed that a line on the broad gauge in continuation of the line now being constructed from Itarsi to Bhopal connecting it with Gwalior and Cawnpore was considered preferable to any other. The G. I. P. Railway have already offered to make this line without any guarantee—an offer which I should have thought would have met with prompt acceptance. So far as I can learn, however, sanction has not yet been given, and it is possible that anti-Bombay influence may again be secretly at work. I had a message from Poona to-day (where the Agent now is) in which it is said that he has no advice confirming the report which appeared in the papers that the line had actually been sanctioned, and I would ask you therefore to strengthen the hands of the company who have offered to make the line by passing the resolution which will be submitted to you to-day. Bombay will shortly reap great benefit from the opening up of the Southern Mahratta Country by a system of railway, the making of which has repeatedly been advocated by this Chamber. The Government have been blamed in some quarters for granting too liberal concessions to the company which has undertaken the making of these lines, but the complaints seem to me to be scarcely fair. I doubt if the railways would ever be made without a guarantee, and even if some trifling saving in the rate of interest might have been effected by waiting, great delay would be inevitable and the country might be a prey to another famine before the line was begun. The Committee are in correspondence with the Agent of the G. I. P. who is being urged to reconsider the question of grain rates. It is doubtless fresh in your memories that after the advance took place in rates last year the volume of trade did not decrease, and the Railway Company and others who did not understand or take the

trouble to inquire into the cause of this, ran away with the idea that the Chamber's complaint was groundless, and that their prediction that the trade would be killed by the advance would prove erroneous. The cause of the large demand was lost sight of or ignored, and it was thought that it would never end. Now, however, the scene is changed, there is no scarcity in France and England, and the prices ruling there will afford only the very lowest rate of carriage. Even now when freights homewards are unusually low and merchants can consequently afford to pay a higher price than they could otherwise do for the article in Bombay, the price is insufficient to induce up-country holders to send it down for sale. The arrivals in Bombay have consequently fallen off to a mere trifle, and the directors of the company will realise when too late the injury they have done not only to their own shareholders but to the country at large. Another important matter which has been under consideration is the question of increased dock facilities. The Prince's Dock has been so successful that it is now found to be quite inadequate to meet the calls upon it, and a Special Committee of the Port Trustees is considering the best method of providing increased accommodation. Your Committee were invited to express their views as to the extent of the required increase, and we replied to the effect that looking to the general progress of the country, and to extended and improved railway communications with new and fertile districts, we did not think it over sanguine to anticipate a large increase in trade during the coming years and we were therefore of opinion that as the Prince's Dock is barely equal to present requirements the Trustees should take immediate steps to provide for the future. As to the extent of the further accommodation required, the Committee reserved their opinion until definite schemes are submitted, and these will be laid before you for consideration when received. The proposed Merchant Shipping Bill which was referred to the Chamber last year seems to have been abandoned. In reporting upon it the Special Committee recommended that the several existing Shipping Acts should be repealed and incorporated in one, and Government appear to have acted upon this suggestion as a second Bill has been sent to the Chamber for opinion. As usual the Bill was submitted to a Special Committee who approved of it generally with the exception of some points of detail in which alterations were suggested. The Committee's opinion has also been invited in regard to the proposed rules under the Petroleum Act of 1881, and these were referred to a Special Committee, comprising representatives of the chief importing

firms whose report was duly submitted to Government. The report pointed out that the rules as framed would interfere most injuriously with a large and important trade and cause serious loss to every one engaged in it, and several important modifications were suggested So far the rules have not been introduced, and the placing of the Act itself in abeyance has even been talked of. That it should be modified would seem to be desirable as the test on which the Act is founded is now admitted on all sides to be unreliable and unsuited to tropical countries—a discovery which might surely have been made before the Act became law. That it was not discovered shows clearly that sufficient inquiry was not instituted, and that legislation was undertaken too hastily. I would not go the length of saying that the Act should be repealed entirely, but I certainly think that until some reliable test is devised considerable latitude should be permitted, and the trade should not be interfered with. Neither the Special Committee nor the Committee of the Chamber are able to suggest a substitute for Abel's test. It is a question which chemists alone have the knowledge to deal with, and I understand the subject is occupying the attention of Government. The Committee are in communication with the Petroleum Association in London, and until we receive further information we do not propose to take further action here, unless any member has a line of action to suggest. One of the most important events of the half-year has been the abolition of the import duties—a step which was not anticipated, nor do I think it was called for, as the duties were not felt by any one to be a burden. If the amount yielded by the import duties could be dispensed with it is to be regretted that relief was not first given to the export trade by removing the rice duty, and the obnoxious License-tax ought certainly to have been abolished. Had that been done the repeal of the import duties would have been more welcome. As a consequence of the abolition of the import duties the passage of goods through the Custom House should be simplified, and I have reason to believe that this matter is engaging the attention of the Commissioner and Collector of Customs. For statistical purposes only it seems ridiculous that so many forms should still be wanted. Various members of the Chamber have brought to the notice of the Committee from time to time the desirability of modifying the Eastern trade bills of lading. A Special Committee composed of representatives of the exporting firms and of steamer agents was appointed in February to consider the matter, and an exhaustive report on the subject by the Bengal Chamber and a form of bill of lading

recommended therein were taken as the basis of inquiry. After much discussion, however, it was found that the ideas of shippers and of the representatives of steamers were so far apart that it was hopeless to expect any agreement in regard to the points in dispute, but they unanimously recommended that the approval of the Chamber which was given in 1872 to a form of bill of lading should be withdrawn. A suggestion was made about four months ago by the East India Trade section of the Incorporated Chamber of Commerce of Liverpool that steps should be taken to substitute one uniform tonnage scale for all India; but, however desirable such a step might be, it did not appear to the Committee that any common basis is likely to be agreed to at all the different ports. The files of the Chamber show that an effort was made on more than one occasion to secure the co-operation of the Calcutta Chamber in a similar movement, but the proposal ended in nothing. We, therefore, replied to the Liverpool Chamber to the effect that if they desire to get a uniform scale introduced the Committee were of opinion that it must be on a basis of 50 cubic feet per ton, and that the first step is to obtain the consent of the large steamship owners whose vessels trade to this port as their agents here are not in a position to agree to it. To that communication no reply has been received. The Committee's attention has been directed to a recent decision in the law courts at home in which the limits of the "port of Liverpool" were defined as including the Cheshire side of the Mersey and as a bill of lading undertaking to deliver cargo in the port of Liverpool would entitle the shipowner to land it at Birkenhead, the consignee might suffer not only the expense of conveying it across the Mersey to Liverpool, but extra insurance and loss in weight by increased handling. The papers connected with the matter have already been circulated and if any one present has a proposal to bring forward we shall be glad to hear what it is. For my own part I think it rests with individual shippers to refuse bills of lading which provide for delivery in the port of Liverpool. Either the word "port" should be omitted, or the words "Lancashire side" added. Bank holidays is another matter which recently came before us. The Exchange Banks requested the local Government to notify in the official Gazette a number of days as public holidays under the new Bank Act, but as a complaint had been made to the Committee that the number of holidays last year had caused inconvenience, the Committee thought it desirable to ask Government to defer complying

with the bankers' request until the matter had been fully discussed. A Committee was then appointed by Government at our suggestion, and some modification of the days proposed by the Banks was agreed to, and the amended list has since been officially notified. The Chamber Committee were of opinion that it is not desirable that the Banks should be closed for more than two working days consecutively, and you will have seen that this has been adhered to except in two instances when the Banks are to be closed on Saturday also which is practically a half holiday. As the representative of the Chamber on the Special Committee, I felt less reluctance in agreeing to these exceptions as if any inconvenience is felt it will be open to you to urge Government to reduce the number of holidays next year. I do not, however, apprehend that there will be any occasion for such a step as I received the assurance of the Secretary and Treasurer of the Presidency Bank and of the representatives of the Exchange Banks that they would continue to give their customers every reasonable facility to prevent inconvenience through the Banks being shut. The resolution passed at the last Meeting in regard to Sunday working was communicated to the Commissioner of Customs, and his reply has been circulated, but the proposal to grant permission to work on payment of a sum equal to a day's demurrage of the steamer has not met with general approval. The Committee again addressed the Commissioner to ascertain whether he is inclined to modify the charge to a sum of Rs. 200 which they think would suffice to deter applications from being made unless in extreme cases, and a reply to this has been received to-day. I will ask the Secretary to read the letter, and I think it ought to be regarded as a satisfactory settlement of the question. We are all now suffering from the consequences of the crisis in Egypt, but I am sanguine that when order is restored there the temporary interruption of traffic will prove not to have been an unmixed evil. It is to be hoped that in the reconstruction which must take place Great Britain will adopt measures to prevent at any future time an irresponsible body of Egyptian officials from harassing and well nigh stopping the whole Indian trade by imposing quarantine rules when there is absolutely no justification for any such interference. Perhaps it would be well for the Chamber to press their views on the Secretary of State, although without such a reminder it would seem to be too important a matter to be lost sight of by him when negotiations for re-establishing order are commenced.

SUNDAY WORK IN THE HARBOUR.

The Chairman said that after the last General Meeting a resolution

was passed with regard to Sunday working and was communicated by the Committee to the Commissioner of Customs, who in reply to their letter wrote offering to meet the wishes of the Chamber, but on condition that payment should be made by all who applied for permission to work on Sundays, and that the payment should be equal to a day's demurrage. The papers had all been circulated, and it seemed to the Committee after analysing the views expressed by the various members that the majority were in favour of adopting the principle, but they were disinclined to pay more than a moderate amount. The Committee, therefore, thought that it would be well to ascertain before the Meeting that day whether the Commissioner would agree to modify his views, and they had that morning received a letter which he would ask the Secretary to read.

The letter was read to the Meeting and is as follows :—

To the SECRETARY CHAMBER of COMMERCE.

SIR,—I have the honor to acknowledge receipt of your letter of the 10th instant, on the subject of Sunday working in the harbour of Bombay. I am glad to observe that the majority of the members of the Chamber approve of the principles set forth in my letter dated the 16th April last as those on which Sunday working in this port ought to be regulated. And I have plearure in modifying the rule which I have originally proposed to the extent desired by the Chamber, on the understanding that the charge to be now prescribed will be increased, if under its operation Sunday working should become a too common practice. Secondly, to meet the cases of coasting steamers and other steamers of small tonnage on some of which a fixed charge of Rs. 200 might press more heavily than desirable, I propose that the rule should be to the effect that Sunday working shall be permitted on payment in addition to the ordinary charges at present levied of a fee equal to one day's demurrage subject to a minimum charge of Rs. 50 and a maximum charge of Rs. 200. Demurrage for this purpose to be calculated at the rate of Rs. 6¼ per ton of Registered tonnage.—I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs.

The Chairman said that personally he was not in favour of Sunday working. But his long experience in Bombay had shown that it was sometimes a necessity, and therefore he thought there should be a relaxation in the rule, prohibiting work on Sundays. He thought the proposal of the Commissioner of Customs was very reasonable, and ought to be adopted by the Chamber. He, therefore, proposed that the Chamber having considered the new rule for working in the



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harbour on Sunday proposed by the Commissioner of Customs (to meet such cases as do not fall within the present line of permission) and which is as follows:—"That Sunday working on board steamers in port shall be permitted on payment, in addition to the ordinary charges at present levied of a fee equal to one day's demurrage, subject to a minimum charge of Rs. 50 and a maximum charge of Rs. 200—'Demurrage' for this purpose to be calculated at the rate of 6¼ annas per ton of nett registered tonnage." Approves the same and requests the Committee to write to the Commissioner to that effect.

Mr. Roberts said that before the proposition was seconded he begged to remark that the rate of 6¼ annas per nett registered tonnage was even heavier than what was charged in chartered parties.

Mr. Parker wished to know whether shipowners or shippers were to pay the charges.

A member—That depends upon the agreement entered into by them.

Mr. Parker thought the papers should have been circulated among the members beforehand.

The Chairman—The letter from the Commissioner of Customs was only received this morning.

The Secretary was here asked to read the abstract of the opinions given by various members of the Chamber of Commerce on the subject of Sunday working in the harbour, which showed that a majority were in favour of accepting the Commissioner of Customs' proposal of money payment for allowing work on Sundays.

Mr. Forrest then seconded the Chairman's proposition.

Mr. Meili said he opposed the proposition on several grounds. The papers relating to the subject had not been circulated, and they were not told that a certain resolution was to be brought forward for their acceptance on the subject of Sunday working. He thought that before they passed any such resolution every member of the Chamber had certainly a right to all the papers, in order that he might personally go through them and form his own opinion. At the General Meeting of the Chamber held in December last, it was resolved that Sunday working should be allowed; and it was now no use for Messrs. Peel, Cassels and Co. or any body else to say that they objected to Sunday working. Mr. Meili maintained that the question having been settled once for all, it could not

come again before the Chamber. If their brother merchants in Calcutta and in Madras were allowed to work on a Sunday, he did not see why merchants in Bombay should not be allowed the same privilege. They all had got the same Government and they worked under the same rules, and he maintained that it was a burden on the merchants of Bombay to have to pay a fine of Rs. 200 or even Rs. 50 for working in the harbour on Sundays. He was sorry that the Committee had exceeded their powers in writing to the Commismissioner of Customs proposing that he should reduce the fine to something like Rs. 200. If the Chairman went back to their resolution carried in December last, he would see that it simply stated that Sunday work should be allowed and there was no mention of a fine of Rs. 200. And if the Commissioner did not allow them to work on Sundays unless they paid the fine, the question might then come up for discussion. What he objected to was that either the Committee or the general body of the Chamber should agree to the fine. The Chamber ought to protest against it; and he (Mr. Meili) thought that if they did not succeed in getting it abolished, they would succeed, in the future, by agitating the matter. For the present, as the papers had not been circulated amongst the general body of members, he proposed that the discussion of the matter should be adjourned, in order that members might have an opportunity of seeing them befor arriving at a decision.

Mr. Lang said that though he did not agree with some of Mr. Meili's remarks, he begged to second his amendment, that the Meeting do adjourn, say, for a month because there were several matters, including the proposal of the Committee, which they would like to read over. Mr. Lang remarked that there was no provision about carting and loading boats at the bunders or at the Prince's Dock. With their growing trade the difficulty which they very often experienced was in getting carts and boats to get their stuff down. There must be some provision as to that, though it was omitted both in the letter of the Commissioner of Customs and in the proposal of the Committee. With these remarks the speaker seconded the amendment.

The Chairman—I think you propose that the discussion of this subject only should be adjourned for one month?

Mr. Lang—Yes.

The Chairman said that with regard to Mr. Meili's remarks that

the Committee had exceeded their powers all he could say was that the subject had been already discussed *ad nauseam*, and they had pretty well gauged what the opinions of members were. However, the Chairman saw no reason why the proposal to adjourn the Meeting should not be agreed to, if they so desired. The Chairman further said that the subject of carting to the dock was new to the Chamber, the subject actually before them being Sunday working in the harbour.

Mr. Lang contended that the subject of carting to the bunder and loading, should form a part of any resolution the Chamber might pass on the subject of Sunday working.

Mr. Douglas said that for his part he should be extremely sorry to see the question adjourned for a month; he would rather have it settled once for all. The Commissioner of Customs having made a certain proposal to them, what they had to do was either to accept or reject it. For his own part, he strongly objected to Sunday working altogether, and he only regretted that the Commissioner had reduced the stringency of the rule. But that having been done, he so far wished to agree to the Chairman's resolution.

Mr. J. Marshall said he rose to support the resolution before the Chamber and brought forward by the Chairman, and he did so for several reasons. The matter had been before the Chamber so long that it should be at once settled and disposed of. It had been pending since April last and the papers had been circulated, but Mr. Meili seemed to think they should be circulated for all time. As the Chairman had very properly put it the papers were circulated in order that the independent opinions of the members might be elicited, not that the opinion expressed by a member might be minuted and reminuted upon. They had heard at great length the opinions of the whole body of the Chamber, and as regards what the Committee ought to do under such circumstances he begged to differ entirely from Mr. Meili as he thought the Committee the mouth-piece of the Chamber for the time being. They held to the principle that Sunday work should be allowed, but that there should be such modifications as would prevent its being carried on to too great an extent. It was thought that Sunday work might be pushed to an extreme, and the majority of the members did not desire to see that. He would not like to see Sunday work introduced simply as a means for saving a day's demurrage. When the Commissioner made his offer, the Committee thought that

by accepting it they would show that they only wished for Sunday work in cases of emergency. Having received, as he considered, favourable terms from the Commissioner of Customs they ought to accept them. What Calcutta or Madras did was not the question; he hoped they might do their business in Bombay in accordance with their own opinions. If in Bombay they had certain ideas about Sunday work, why should they change them because they did not agree with those of commercial men in Calcutta and Madras? As regards the suggestion made by Mr. Lang, a circular had that day been issued, and was in course of circulation, containing numerous instances of permission being granted to cart cargo to the docks without any charge whatever. In June there were certainly two cases in which cartage was allowed from the docks——

Mr. Lang—Without charge?

Mr. Marshall said he had heard it mentioned.

Mr. Lang said he had worked on Sundays, but he had always paid to the bunder.

Mr. Forrest—That is charged in any case.

Mr. Marshall said he agreed with Mr. Lang that carting to the dock should also be allowed on payment of certain fees. They could not expect people to do extra work without payment.

Mr. Lang—You might add that as a rider to your resolution.

Mr. Marshall said that if the Commissioner of Customs' terms were accepted, and it was afterwards found they were opposed to the interests of the Chamber, the matter could be again taken up. They could, however, try the thing; and he did not consider Rs. 200 an excessive payment.

Mr. Cassells remarked that he was sorry there was any compromise at all. However large the fees might be, Sunday work was undesirable except in extreme cases where loss of life might be involved or an unpunctual despatch of mail-steamers.

Mr. Meili asked the Secretary to read the resolution passed on the subject last December. The resolution having been read, Mr. Meili remarked that they were trying that day to upset the former resolution. If the resolution proposed by the Chairman were passed he should formally protest against it.

The Chairman said there was nothing in the resolution passed last

year calculated to interfere with their right to discuss the matter over again. It was open to the Chamber to re-discuss a matter and to pass resolutions frequently in opposition to one another. The Chamber might change their minds, as their personnel changed year by year. He did not think Mr. Meili had given any good reason why they should not come to an understanding at that Meeting.

Mr. Lang said he had read through all the papers, and he proposed to add that permission also be granted to work at the dock and bunder at the following additional fees beyond the ordinary customs and dock fees :—for cart and load in boats at export bunder, a fee of Rs. 50 ; for cart and pile at Prince's Dock, a fee of Rs. 50.

Mr. Forrest seconded the Chairman's resolution, with this addition. He did not think there was anything in that resolution to counteract the motion carried at the last Meeting when it was pretty plainly shown that the members of the Chamber thought Sunday work should be exceptional and should not be encouraged. The opinions of members of the Chamber had been taken, and a majority was in favour of accepting the proposal of the Customs Commissioner. He did not see why a trade should be taxed, but there was no way out of it except by compromise.

Mr. Meili said that if those were the best terms the Commissioner of Customs would give they must accept them, but he objected to the Chamber sanctioning the charges. If they did sanction them any future representation to the Commissioner would probably be fruitless.

The Chairman said the Committee had committed the Chamber to no promise that the fee would be accepted. They simply asked the Commissioner if he would inform them whether he would modify the fine to a more moderate amount, and he named the sum of Rs. 200, which the Committee thought was reasonable. The Commissioner had previously refused pointblank to give the permission without a heavy fine, and the sum of Rs. 200 was a very considerable reduction from the amount which he had originally proposed. The Chairman therefore thought it was a fair and reasonable compromise. He then asked Mr. Meili if he still chose to put his amendment to the Meeting.

Mr. Meili replied that if the Chairman proposed that the Chamber

accepted the proposal of the Commissioner of Customs under a protest, he would be very happy to support the proposition. Mr. Meili thought such a resolution should be adopted, in order that they might in future be able to say that they did not want the fine, and wished it to be removed.

Mr. Parker said that if Mr. Lang did not wish to second Mr. Meili's amendment, he (Mr. Parker) would do so. He considered the fine which was proposed to be levied to be exorbitant. There was no reason why, on good and sufficient reason being shown, they should not be allowed to work on Sundays. The subject was so important, that it should not be disposed of at that Meeting, which was not well attended. He thought that if the members had known that the subject was to be brought forward, there would probably have been a better attendance. He therefore wished that the Meeting should be adjourned for a month.

The Secretary explained that the Commissioner's letter distinctly showed that where necessity was proved no charge would be levied.

The amendment of Mr. Meili, on being put to the vote, was lost; and Mr. Lang's proposition was carried by a majority.

### Bills of Lading.

The Chairman said that in 1872 the Chamber gave a formal approval to what was known as the Eastern Trades Bill of Lading, but so many changes had since been introduced that anyone looking at it would scarcely recognise the original. He believed no one of the regular lines running to Bombay adopted the bill of lading in its entirety, but it was still in operation among Canal boats not belonging to any particular line; so many instances had occurred where clauses inserted in it had caused severe loss to consignees, that the Committee were unanimously in favour of the Chamber withdrawing the sanction which had been acquired. It was thought that in the event of the bill of lading coming into a court of law the mere fact of the bill having the stamp of the Chamber would cause it to be viewed as a reasonable one. Therefore he proposed "that the formal approval of the Chamber given to that form of bill of lading commonly known as the Eastern Trade Bill of Lading at a Special General Meeting held on the 28th August, 1872, is hereby rescinded."

Mr. J. Marshall seconded.

Mr. Meili said he was once more greatly surprised that a resolution was brought forward without notice being given.

The Chairman said notice had been given in the papers.

Mr. Meili considered the resolution ought to have been given.

The resolution was carried.

RAILWAYS.

Mr. Meili asked the Chairman if he was in a position to tell them what steps were to be taken in reference to the reduction in railway rates, which was a subject of great importance. The Bombay Government and the Government of India had both snubbed the Chamber, and he (Mr. Meili) would like to know if it was proposed to take the matter to England and lay it before the Secretary of State or Parliament, or whether a monster Meeting should be held in Bombay.

The Chairman said the Committee had already discussed the desirability of referring the subject home to the various Chambers of Commerce and the members of Parliament interested in Indian trade. But before taking action they had decided to wait the result of the last letter written to Government, and if they found that the reply put hope of any reduction out of the question they would then adopt one or other of the courses which Mr. Meili had indicated, and all of which had already been suggested and discussed by the Committee.

Mr. Meili—That is very satisfactory.

The Chairman proposed "that the Committee be requested again to urge upon Government the question of improved railway communication between Bombay and Northern India, and that they should specially urge that the sanction of Government be given to the scheme proposed by the G. I. P. Railway to connect Bhopal, Gwalior, and Cawnpore with a broad-gauge line, for which it is understood that no Government guarantee has been asked." This scheme had been before the Secretary of State for a considerable time, and he had reason to believe it had been sanctioned. He had written to Mr. Barnett, who said he had had no advice, although a paragraph had appeared in some of the local papers which led them to believe sanction had been given. He thought it would help to support the proposal if the Chamber voted in favour of it. The line it was proposed to work would run through a very rich country, and would bring a large quantity of produce to Bombay.

Mr. Meili seconded the resolution, and in doing so could only say the Committee would always receive the best thanks of the Chamber

if they got railway communication with the North-West as well as other parts of India extended every year.

The resolution was carried unanimously.

A vote of thanks to the Chairman brought the proceedings to a close.

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The ANNUAL GENERAL MEETING of the members of the Chamber of Commerce was held on Monday the 18th December, 1882, for the transaction of the following business :—

1. To receive the report of the retiring Committee.
2. To confirm the nomination made in accordance with section XII. of Rule VII. of the members of the Committee for 1883, and to discuss any other questions that may be brought forward.

*Present :*

The Hon'ble W. M. MACAULAY, *Chairman, in the Chair.*

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|---|---|
| Mr. J. Brandenburg, | Mr. Clement Poole, |
| „ J. L. Symons, | „ T. F. Punnet, |
| „ James Thorburn, | „ Harold Curjel, |
| „ C. H. B. Forbes, | „ A. Pallis, |
| „ F. Forbes Adam, | „ Oscar Got, |
| „ R. S. Campbell, | „ J. Steiner, |
| „ L. R. W. Forrest, | „ John Marshall, |
| „ A. F. Beaufort, | „ Nanabhoy B. Jeejeebhoy, |
| „ N. S. Glazebrook, | „ J. Janni, |
| „ E. Miller, | „ C. Lowell, |
| „ J. L. Mackay, | „ F. D. Parker, |
| „ Richard Roberts, | „ C. Douglas, and |

Mr. D. WATSON, *Acting Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The following firms were elected members of the Chamber after ballot :—

Messrs. Latham Abercrombie & Co.,

Proposed by the Chairman, and seconded by Mr. James Thorburn.

Narandas Rajaram & Co.,

Proposed by the Chairman, and seconded by Mr. L. R. W. Forrest.

ELECTION OF OFFICERS.

The Chairman said there had been a tie in the election of Deputy Chairman. The election of the Committee had therefore to be de-

ferred. He hoped the matter would be settled on Wednesday, and at an early date the Chamber would be called together to confirm the election. Another matter brought up in accordance with notice was the election of auditor. It has been the practice heretofore for a member of the Committee to examine the accounts, but the amount of money now in the hands of the Chamber has increased so much that the Committee feel it would be proper that a more regular audit should be made. With that view they had brought the proposal forward that day. He thought it would commend itself to them, and that they would see it was more desirable both for the Committee and the Chamber generally that the accounts should be so audited. It was too much to expect any member of the Chamber to go through the accounts in the way they ought to be gone through, and he therefore proposed that they should have a professional auditor, and pay him a fee of, say, Rs. 100. He would propose that the following be added to rule 12, that "an auditor be appointed by the members annually to audit the accounts of the Chamber." There was now no provision in the rule for an audit. The fee to be paid might be left to the Committee, the auditor being appointed by the general body of the Chamber.

Mr. Thorburn seconded the motion, which was carried.

Mr. John Marshall proposed that Mr. James Greenwood, of the Agra Bank, be appointed auditor, and that his fee be Rs. 100.

Mr. Parker seconded the resolution, which was carried unanimously.

In reply to Mr. Nanabhoy Byramjee, the Chairman said there had been no applications from candidates.

Mr. Parker asked the Chairman if he could inform the Chamber who were the members who had tied for the appointment of Vice-President. It was very desirable that in voting again the members should know who these gentlemen were; otherwise they might vote for members not disposed to accept the appointment.

The Chairman said he was not able to answer the question, as the scrutineers in the exercise of their discretion kept the information to themselves. He thought in a secret ballot it would scarcely be well to divulge the names.

Mr. Parker suggested that the next year it would be desirable to ascertain what members of the Chamber were prepared to accept the

appointment, because the voting at present extended over an unnecessary number of members.

The Chairman said he quite agreed with Mr. Parker. The Committee would have to consider the subject, and it would probably engage the attention of the next Committee.

VOTE OF THANKS.

Mr. Adam proposed and Mr. C. H. B. Forbes seconded,—

"That the Report of the Committee, which has been circulated, be received with thanks and printed for general information, together with the documents therein referred to; and that the members of the retiring Committee do receive the thanks of the Chamber for their attention to its interests during the year of office now closed.

Mr. Adam said all the members of the Chamber felt grateful for the labour and care expended by theCommittee and the interest the mercantile community had received at their hands. He had only been in Bombay half the year, but he had followed very carefully the reports of the Chamber, and he was convinced that no important interest had been neglected, and that nothing had been forgotten or omitted. He had heard it said that for punctuality of attendance and hard work the past year's Committee bore very favourable comparison with other Committees that had gone before; and in expressing the thanks and gratitude of the mercantile community for their services, he hoped their cloak would fall on those that came after them. (Applause.)

The Chairman said—Gentlemen,—In accordance with the usual practice, we have invited you to attend here to-day to receive a report of our Stewardship during the past year. The record of our proceedings, which has been circulated, contains nothing either brilliant or very novel, but we think it will show you that we have kept a watchful eye over everything that affected the interests of this Chamber and of the Port, and that some useful work has been accomplished. The principal subject left to us by our predecessors was in reference to the grain rates by the Rajpootana Railway. We continued the correspondence which they had commenced, but I am sorry to say that our time has been wasted, and our efforts to obtain fair play for Bombay have been so far of no avail. Grain grown in the North-West which ought to find an outlet here, is still attracted by cheaper carriage over the East Indian Railway to Calcutta, and the difference in rates is not only permitted, but the Government of India attempt to justify their action in permintting it. We took our stand in the

discussion on the Government of India's published Resolution of 16th September, 1881, in which, after a careful review of all the circumstance, H. E. the Viceroy determined "that the principle of equalization of rates from Delhi and Agra to the ports of Calcutta and Bombay must form the basis of consideration of all changes in the through rates of all traffic between these several places." That Resolution was based on correct principles, and it encouraged us to hope that it would be acted on, as it had never been publicly rescinded, or even modified; but the arguments put forward by the Government of India in their letter of 19th May show that they had abandoned that policy, and they then, for the first time, adopted a new platform, viz. the lowest paying charge. They argued that the rates must be regulated by the cost of carriage, and because the cost of coal and the gradients by the Rajpootana line are greater than by the East Indian line, the rates of carriage ought also to be greater. In our reply, dated 1st July, I think we may claim to have completely answered the arguments advanced by the Government of India. We contended that the proposal to fix rates according to the lowest nett cost must be founded on innumerable complicated circumstances and doubtful statistics, and that it would be almost impossible to apply it practically and fairly. We showed that the increased cost of coal, on which so much stress was laid, accounted for a very small portion of the extra rate charged to Bombay, and at the same time we pointed out that apparently the Government of India had not taken into their calculations the important fact that the East Indian has to earn a dividend on two lakhs of rupees per mile more than the Rajpootana line. We further pointed out that if the lowest paying charge is to be applied to goods, it ought also to be applied to coaching traffic, which makes up 32 per cent. of the earnings on both lines. The charges for all grades of coaching are as low on the Rajpootana as on the E. I., which shows that the principle is only applied when competition is threatened with the E. I. goods traffic. Our letter was forwarded to the local Government as usual; and in their covering letter to the Government of India they concurred in our argument that the difference in cost of fuel does not warrant the present differential rates in favour of Calcutta, and in regard to the gradients they argued that the effect of adverse gradients is chiefly felt in the consumption of fuel, and that the grades on two lines are not necessarily a true index to the comparative cost of working, as grades not unfrequently nullify one another. As regards the lowest paying charge, the Government of Bombay go

further than the Chamber, and they state that it is quite impossible to fix rates on theoretical principles which shall be fair to both railways, and they support our contention that the principle of equal mileage rates should be adopted, for the reasons that it is simple, intelligible, and easily applied. We showed by actual figures that when rates by both routes were equal the trade to Bombay increased, and that the volume of traffic by the Rajpootana line at once diminished when an increase was introduced. Well, gentlemen, we have waited in vain for a reply to our representation, and at last we considered it was useless to wait longer; so we have sent copies of the correspondence to various Chambers of Commerce and steamship associations in England and Scotland, as well as to several Members of Parliament who take an interest in the trade of this country and its people. We asked their co-operation and assistance, and I do not think we have asked in vain. I am strongly impressed with the righteousness of our cause; and if the Government of India had viewed the matter with unprejudiced eyes, as they profess to have done, I am satisfied that the grievance would have been removed. Our views are not held by ourselves alone. They have been supported most ably by the public press, and they have been concurred in by many whose practical knowledge of railway working entitles their opinions to weight. Amongst these I would specially mention the name of His Excellency the Governor, who, as you know, has acquired experience of railways in many lands; and it is no small satisfaction to your Committee to find our own Government fighting our battle in the way they have done. The Government of India may possibly have some excuse for the great delay that has taken place in dealing with this matter, which has now been under discussion for more than a year. We were entitled, I think, to have it dealt with more promptly in view of the important interests involved; and if our facts and our reasonings are incorrect, it surely ought not to have taken such a length of time to prove them to be so. I am sure that if the proposal to lease or sell the Rajpootana line to the B. B. and C. I. Railway Company on reasonable terms were carried out, it would be the best solution of the question so far as this Presidency is concerned, and I sincerely hope that this desirable result may yet be attained. We have been endeavouring to obtain a reduction of the rates by the G. I. P. Railway, but our efforts in this direction also have been unsuccessful. Last year, owing to bad harvests in America and France, the demand for Indian wheat was unusually active, and the high rates ruling in

Europe enabled exporters to pay prices here which more than covered the increased cost of railway carriage. The trade was thus not restricted as soon as some predicted, and this doubtless has encouraged the Directors to adhere to the increased rates. But the exceptional circumstances of last year no longer exist. Low prices at home admit of only low prices being paid here, and the article will no longer stand the enhanced rate of carriage. This is evident from the enormous falling off in arrivals, the receipts by this line since 1st June being less by nearly 170,000 tons than in the corresponding period of 1881. This may be partially made up by increases in other articles, but the published returns of the Company point to a deficiency in revenue from June to November inclusive amounting to little short of 9 lakhs of rupees. Before Mr. Barnett's departure for England in November he informed us that our representations had been referred to, and would shortly be considered by, his Directors, and I think motives of self-interest may now compel them to revert to former rates, although they would not listen to our representations when urged to do so in the public interest. When I had the honour of addressing you from this chair in July, a resolution was passed urging on Government the desirability of opening up more direct communication between this port and Cawnpore. It was then understood that a line had been arranged for in extension of the Bhopal line *via* Jhansi to Gwalior and Cawnpore, but I have recently ascertained that the scheme is still in abeyance. It has not been abandoned, however, and I have reason to believe that there is every probability that a line may shortly be constructed from a point on the G. I. P. line at or near Gadawara, which is considered in some respects to offer more advantages than a continuation of the line now being constructed from Itarsi to Bhopal. Either route will open up rich grain-growing districts which must benefit Bombay; and our successors in office would do well to keep the subject before them. The local Government have not yet published any rules for regulating the importation of petroleum. Mr. Redmond, the Secretary of the Petroleum Association in London, paid a visit to Calcutta recently, and I learn that the four cargoes which had been placed under embargo have since been passed into consumption, which seems to point to the conclusion that the Act was worked there by the local officials with undue strictness. In Bombay we may congratulate ourselves that there has been no obstruction or undue interference with legitimate trade, but the freedom from mistakes which we have happily experienced is, no doubt,

in a great measure owing to the immense pains which Dr. Lyon, the Chemical Analyser, has taken to master the subject. I believe it is now agreed that Professor Abel's machine for testing the oil is not unsuitable for that purpose, but it has been found that the regulations for applying the test require alteration. These rules were framed for a temperature of something like 65° Fahrenheit, whereas testing operations can seldom be carried on at any Indian port below 80°, and sometimes very much higher. The Calcutta Chamber recently informed us that it was contemplated to raise the flashing test by 10 degrees, but as we could see no necessity or justification for such a change, we thought the rumour must be incorrect. If, however, it should be found that Government really intend to increase the standard to that extent, it will be the duty of this Chamber to protest against it in the interests of the trade and of consumers. It must not be forgotten that the importation of kerosine has been an immense boon to the poorer classes in this country, and although it is not only necessary, but desirable, to adopt precautions to prevent the country from being flooded with dangerous oil, I think that any legislation which will interfere with the import of oil of safe quality is to be deprecated. Several subjects have been referred to us by Government since last General Meeting. One of these was the Negotiable Instruments Act of 1881, some clauses in which were found not to be workable. The Sub-Committee which had previously considered and reported on this Bill were re-appointed, and it was then observed that the objectionable clauses about which the Chamber's opinion was invited did not form part of the Bill which had previously been considered. The clauses had been added subsequently, and without apparently any public notice or discussion. They provided for the acceptance and payment of bills *supra* protest in presence of a notary public, failing which such acceptance or payment would be invalid; and you will not be surprised to hear that this condition was found impracticable. The Committee recommended that the objectionable clauses should be done away with, as they conferred neither benefit nor security on any one, while they imposed obligations which it was often difficult, if not impossible, to carry out; and in addressing Government we felt called upon to express our regret that numerous changes and alterations had been introduced which made the Act differ very materially from the Bill submitted for the Chamber's opinion. It seemed to us a mere waste of

time and labour to ask us to report upon a draft Bill which is afterwards amended and altered or added to without our being afforded an opportunity of considering these changes, and we respectfully suggested that all additions or alterations of importance should be submitted for the consideration of the mercantile community before they are passed into law. The Government of India have of late made rapid advances in the direction of inviting an expression of public opinion on proposed legislative measures, but if this is to be of any value care must be taken to accord due weight to that opinion, when it is given. The *Bombay Gazette* announces this morning that amendments are to be introduced in the rules for conducting business before the Supreme Council, with the view of giving greater publicity to the subjects under discussion. This, no doubt, is a step in the right direction, but a far more radical change will have to be effected in the constitution of the Legislative Councils throughout India before the voice of the non-official population can make itself practically heard. On a recent occasion in the local Council there was no want of publicity, no want of discussion in the public prints throughout the Presidency, but what effect had it? None. The Mhowra Bill was passed as if it had the unanimous approval of the community. Public opinion, although loudly expressed, was ignored. It is far from my desire to underrate the value of the intention of the Government of India, as evinced in several recent measures. These measures are gratifying in so far that they show us that Government are at last convinced that the increasing intelligence of the non-official population can no longer be ignored as it has too frequently been in the past, and that the time has arrived when the public voice may be listened to with safety and with advantage. An opinion was also invited as to a proposal to use postage stamps in payment of the one-anna stamp duty, and after consulting and ascertaining your views, we informed Government that we considered it would be possible to devise means for defacing receipt stamps, which would prevent their being afterwards used as postage stamps, and as the assimilation of postage and receipt stamp would undoubtedly be an advantage, we thought an effort should be made to carry out the proposal without depriving the public of the privilege they now possess of defacing stamps on unposted letters. If the scheme is to involve the stoppage of this privilege it might be too dearly purchased, as the risk of robbery of undefaced stamps would be considerable. At the time of the departure of the expedition to

Egypt, it was brought to our notice that the Government law advisers had ruled that a five-rupee stamp must be impressed on all charter parties. Heretofore it had been the practice to use a one-rupee stamp only as provided by the Stamp Act, and your Committee therefore applied to Government for some explanation of this new ruling. The local Government replied that they must abide by the advice of their law officers, and we then addressed the Government of India, who informed us that they are unable to interfere, and they suggest that a case should be tried by the Chamber in the High Court to test the point. The Calcutta Chamber, to whom we referred the question, concur with us in thinking the opinion of the law officers is wrong. Their argument is that as charter parties contain a penalty clause, a one-rupee stamp is insufficient. But this is not a new clause. Charter parties have always contained a penalty clause, and this was surely known to the authorities who framed the Stamp Act. The question is of great importance to the mercantile community, and we hope our successors will have it definitely settled as it cannot be allowed to rest in the present unsatisfactory state of doubt. When acknowledging the receipt of the annual report on the crop for 1880-81 we pointed out to Government that the great bulk of the figures it contained had been in the hands of the public at a much earlier date, and we suggested that Government should in future publish a report early in the season stating the acreage planted and give subsequent monthly reports of the state of the crops. Government have been good enough to promise that the suggestion shall be acted on to the extent of furnishing a report of the area under cotton cultivation in each district and Native State as soon as possible after the crop is sown, and when the prospects of the crop are pretty well assured another statement is to be issued. So far the only statements received have reference to the Central Provinces and the Berars. Others will doubtless soon follow, and we are sure they will be found of great use by every one engaged in the cotton trade, and indeed by everyone connected with commerce here and in Europe. You will have observed from the printed report that the subject of storage of coal on the bunders had engaged our attention. After a protracted correspondence with the Port Trustees an arrangement has been come to which will, I think, afford greater security to owners of coal than has hitherto been the case. Considering the revenue earned by the Trust from this article, I think importers were entitled to someting more than permission to occupy an area of unprotected ground. The Trust appear hitherto not to have realiz-

ed the immense importance of coal to every industry throughout the country, and if they had performed their duty to the trade by affording it some protection, the recent extensive robberies could not have occurred. Complaints have from time to time been made to the Committee as to the continuance by the Customs authorities of many of the old forms and restrictions on trade which were now unnecessary, and a Special Committee dealt with the subject. In their report they stated that a great deal of supervision over work done in the harbour, and many of the forms required were absolutely necessary either for the purpose of protecting the revenue or for collecting statistics, and if these were modified (which they might be with safety) a very considerable reduction could be effected in the Custom House staff. We could not expect that the report in its entirety would meet with the approval of the department, but I am glad to find that several important modifications have been made in the rules within the last few days, and I am hopeful that further changes will soon follow. I take the opportunity of expressing the thanks of the Chamber to the Acting Collector of Customs for the readiness with which he has at all times adopted our suggestions when it was possible for him to do so, and if the reforms were not sufficiently extensive we knew that it was from no want of desire on his part to meet our views, but being still fettered by the Customs Act he cannot do all that is necessary to relieve the public from needless reference. The Act was framed for a totally different condition of affairs from what now exists, and the new Committee would do well to memorialize Government to have it repealed. Until it be abrogated the relief to the trade will only be partial. Some months ago we called the attention of Government to a report on the coal fields in the Native State of Rewa, and we pointed out the great advantage which would accrue if the railways in the neighbourhood could obtain supplies of coal from that source. The Governor-General's Agent in the Central Provinces informed us in reply that the coal fields in question were inexhaustible in extent, and probably equal in quality to the best Bengal coal. These facts had been reported to Government, and it is to be regretted that since then no further steps have been taken. It appears to me that Government ought o furnish the public with accurate information on this very important subject, and if the coal fields are anything like what they are said to be, private enterprise would readily come forward to work the mines. I am not in favour of fostering private enterprise to the extent that Government

has done in connection with the Bengal iron works, but I think they would be consulting the best interests of the country if they were to afford reasonable facilities to induce capitalists to embark their money in developing coal and iron wherever they are known to exist. I cannot conclude my remarks without reference to a subject which has recently exercised the minds of every one engaged in commerce, viz., the rapid decline in sterling exchange. Silver has had much to do with the decline, but the injudicious action of the authorities at the India Office in dealing with their bills has done infinitely more than anything else to bring about the present unsatisfactory position. They attempted to support rates by holding their bills for a fictitious figure, and now that they are forced to sell they can only do so on much less favourable terms than they could have obtained some months ago. The loss to this country will be very considerable and we have not yet, I fear, seen the end of it. As one of your representatives on the Port Trust Board I am glad to be able to tell you that notwithstanding the reductions which were made in rates at the beginning of this financial year the revenue for the half-year has come up to the amount estimated. The Prince's Dock is more patronised than ever, 472 vessels having entered it in the first 11 months of this year as compared with 352 vessels in the same period of 1881. No further steps have been taken in regard to dock extension, but the special Committee's report on the subject will be issued shortly I believe. At the instance of the Home Government the Government of India have recently appointed a Committee to consider the question of dry dock extension in this port, and the Chamber will be represented on the Committee by Messrs. R. S. Campbell and L. R. W. Forrest. It seems to be generally agreed that another dry dock is wanted for the accommodation of the many large vessels which now frequent this port, both those belonging to the navy and to the mercantile marine. In conclusion, we congratulate the Chamber on the satisfactory position of its finances. We leave with a balance in hand amounting to Rs. 44,421-1 or nearly Rs. 10,000 more than the sum in hand last year. (Applause.)

Mr. Adam said he was sure they must all have listened with very great interest to the Chairman's address, and especially to his remarks condemning the action of the Government of India with regard to the question of grain rates over the different lines of railway. It was an imperial question, and it could not be too strongly brought to the notice of the Government. It was a question whether a city more

favourably situated than others should obtain only its due, or whether it should be put out of the running by the free development of its trade being hampered by the railway authorities. Last year there were bad crops in America, but this year the conditions had very much altered. There had been splendid crops in America, whereas they had only had an average year in India. The result was that they had seen a comparatively rapid diminution of exports, specially of wheat; and that was the time when the Government of India should promptly come forward to their assistance. The speaker heartily concurred with the Chairman in condemning the action of the Government in regard to exchange. There was one other point he would like to bring before the Chamber. He had heard a rumour, which, however, he could hardly give any credence to, that the Government of India had been endeavouring to make money artificially dear by reducing their balance at the treasury banks, so as to create a demand for Council drafts. He had heard it as a rumour, but could hardly believe it possible. If there was any truth in the rumour, such action was utterly blind and foolish, and could not be too heartily condemned by the mercantile community, not only of Bombay, but all the chief ports of India. (Applause.)

On the motion of the Chairman, the Meeting was then adjourned until Wednesday, the 3rd January, when the election of the new Committee for 1883 will be reported for confirmation.

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The ADJOURNED ANNUAL GENERAL MEETING of the Bombay Chamber of Commerce was held on Wednesday the 3rd January, 1883, at 3 p.m. (Bombay Time), to confirm the nomination of the members of the new Committee made in accordance with Section 12 of Rule VII.

*Present:*

The Hon'ble W. M. MACAULAY, *Chairman.*

Mr. A. Blascheck,
,, J. Wilson,
,, C. H. B. Forbes,
,, Moncrieff,
,, R. S. Campbell,
,, E. Comber,
,, A. F. Beaufort,
,, J. L. Mackay,
,, R. Roberts,
Mr. C. Poole,
,, O. Got,
,, M. Mowat,
,, J. Steiner,
,, M. R. Wyer,
,, Vijboocundas Atmaram,
,, John Marshall,
,, E. Reid,
,, J. Janni, and

Mr. J. GORDON, *Secretary.*

The Chairman said The Annual Meeting was adjourned until to-

day for the purpose of confirming the nomination of members of the new Committee. Before moving a formal resolution to that effect, I may mention that the subjects which are referred to in the report have made no progress since the 17th, the day on which, I believe, the Annual Meeting was held. We have had no further communication from the Government of India in regard to the Rajpootana rates, nor have we heard from the G. I. P. Railway in regard to a modification of their rates. Towards the close of the year our attention was drawn by a member of the Chamber to the increased volume of trade from Kurrachee, and on inquiry we found that this trade has recently been deveolped to its present extent by the liberal rates of carriage from the Punjab to Kurrachee. The growing districts from which the wheat is coming, we have been informed, are too far north to allow of a hope on our part that even by lower rates the traffic can be brought to Bombay. However, our contention is correct that, if lower rates were fixed for the Rajpootana and G. I. P. lines, wheat would still find an outlet in Bombay, notwithstanding the low prices current at home. The business strictly before the Meeting is the confirmation of the new Committee; but if any gentleman would like to make any comments on the work of the Committee, as indicated in the report during the past year, he is at liberty to do so.

Mr. Comber said he was very sorry to hear that no progress had been made during the past year with regard to the settlement of the Rajpootana rates. It appeared to him that perhaps there might be something in the background to account for the reticence of the Government and the maintenance of the present tariff. The former might be put down to the fact that the Chamber's argument and figures were simply unanswerable. He was not sure that there was not a reason why a reduction in rates was impossible. Just before he was obliged to vacate the chair of the Chamber, the Committee had the pleasure of an interview with an official holding an important position in the executive of the line; and unless his memory failed him, that gentleman gave the Committee to understand that the rolling-stock of the line was not what it should be for a large amount of traffic; and if this was so, it was quite sufficient to account for the maintenance of rates. At the present level, Mr. Comber believed it taxed all the resources to carry what there was; and if more traffic was encouraged by a reduction in rates, there would simply be a block. About fifteen months ago, when a considerable reduction was made and the arrivals of wheat increased, there was very nearly, if

not quite, a block; and no doubt to prevent this the rates were jumped up again. If this was the reason, why all the Chamber's representations were set at naught. It behoved them to stir in the matter, but he was only speaking of what happened nine months ago, and perhaps it was altered now. Perhaps the new Committee might think it worth while to procure a return of the rolling-stock and go into the question. It certainly seemed discreditable that any such impediment to the free movement of produce should be allowed to exist. Touching the annual report which had been circulated, Mr. Comber was sorry to see that no mention had been made of the action of the Piecegoods Dealers' Association with reference to the "short length" question. It was one of so much importance as bearing on the import trade of the port, that he would suggest that the omission be rectified by embodying the correspondence between the Chamber, the Piecegoods Dealers' Association and the Millowners' Association in the enlarged report which would shortly be issued. It reflected great credit on Bombay and the piecegoods dealers particularly that the first important step to stopping the evil should have originated here; and he was quite sure that they would feel the benefit of it by an increased trade. In those districts where Bombay and Calcutta or Madras competed for the trade, it stood to reason that honestly stamped goods would have the preference; and unless the other presidency towns followed suit, they would lose by their abstention. There was nothing else in the report he wished to remark on, beyond congratulating the Committee on the good work they have done.

Mr. Poole proposed that the following gentlemen be elected members of the Committee for the year 1883:—Messrs. T. W. Wood, E. J. Read, J. L. Mackay, J. Steiner, and L. R. W. Forrest.

Mr. Comber seconded the proposition, which, being put, was carried unanimously.

### The Delay of the Mails.

Mr. Roberts proposed that the Committee of the Chamber should draw up and forward to the Postmaster-General a protest against the irregular and unsatisfactory manner in which the mails have been carried of late. He thought that the inconvenience and loss occasioned by recent delays in their mails were considerable.

Mr. C. H. B. Forbes seconded the resolution.

Mr. Comber said that before putting the resolution to the Meeting,

he thought it would be advisable to wait for a week or two, until they saw how some of the succeeding steamers arrived. In consequence of the war in Egypt, the English mails had to be carried to Alexandria, from Alexandria to Port Said, and thence through the Canal to Suez. This arrangement had been found necessary through the disorganization of the railway system in Egypt, and would be continued until the mails of the 21st December came here from London. After that the mails would be carried from Alexandria to Suez by train, as heretofore, and he thought when that was done the steamers would arrive very much more punctually than at present. The speaker added that before they passed a resolution condemning the Post Office, the matter should be deferred for the next two or three weeks.

Mr. Roberts said he would be very glad to accept a rider, if that was the feeling of the Meeting.

A member thought there was a great deal in the remarks of Mr. Comber. It would be better for Mr. Roberts not to press his resolution, but leave the matter in the hands of the Committee.

Mr. Forbes thought the reasons brought forward by Mr. Comber were sufficient to account for the delay. But at the same time, he was of opinion that the P. and O. Company had made no effort to accelerate the speed of their boats. He thought that, had that been done, the mails could have been delivered in Bombay on many occasions two if not three, days earlier.

The Chairman said the question had occupied the attention of the Committee, who thought it better to wait until they saw what the result would be when the mails came through by rail instead of being brought through the Canal, as had been done for some months past. There was no doubt that the Bombay community, and the whole of India in general, had some good grounds to complain, but instead of passing a resolution binding the Committee to act upon it, it would be better, under the circumstances, to leave the Committee free to adopt whatever steps they found necessary in future.

Mr. Roberts said he was quite willing to withdraw his resolution with the consent of Mr. Forbes, if that was the feeling of the Meeting.

Mr. Forbes said that if notice of the motion had been *given*, there would have been a larger attendance of members, and probably the resolution would have received a great deal of support.

Mr. Poole thought it would be fairer to postpone the subject, as no

representative of the P. and O. Company was present at the Meeting. He quite concurred as to the necessity of passing some such resolution as that proposed by Mr. Roberts ; but it was possible there were circumstances of which they were not then aware.

Mr. Roberts remarked that if the resolution were passed then, it would strengthen the hands of the Committee.

The Chairman was of opinion that the resolution could not, after all, be brought forward, as no proper notice had been given, according to the rules.

The question whether the motion of Mr. Roberts could be brought forward was then put to the vote, and decided in the negative.

Mr. Marshall thought the rules as regards the election of Chairman and Deputy Chairman sadly wanted revising. They had had to adjourn the Meeting owing to a tie, about which they knew nothing, and regarding which the scrutineers did not choose to divulge anything to them. He thought the Committee might consider whether it would not be better in future to get the names of such gentlemen as would like to serve as Chairman or Deputy Chairman before the voting took place, because under existing circumstances they were voting in the dark.

The Meeting then separated.

# ANNUAL REPORT.

At the close of the official year, your Committee have the honour to wait upon the members of the Chamber with a report on the principal topics which have occupied their attention.

## RATES FOR FREIGHT FOR GRAINS AND SEEDS FROM AGRA AND DELHI TO BOMBAY BY THE B. B. & C. I. R. AND THE RAJPUTANA STATE RAILWAY.

Before the close of last year, the Chamber had already addressed the Government of Bombay on the subject of the great injustice done to this Port and to the grain-growing districts of North-Western India by the high rates charged on these lines as compared with those of the East Indian Railway, and during the whole of this year they have been engaged in a continuous correspondence upon the same subject. On 4th February last they pointed out to Government that the increased rates in November and December were already showing their evil effects in a great falling off in the imports from the North-West to this Port, and on 12th April they showed how in January, February, and March these exports were dwindling away to nothing. Some slight modifications in the rates have been made from time to time, but these have always been accompanied by a similar reduction in the rates of the E. I. line. The consequence is that, although the export season has again commenced, grain is now arriving here from Delhi and the North-

West only in trifling quantities. The Chamber in their various letters entered very fully into the details of this question, and their communications were forwarded to the Government of India, who, it will be within your recollection, took the supervision of the Rajputana Railway entirely into their own hands. These letters of the Chamber at last brought a reply from the Government of India, dated 19th May ; but they regret to say that it was of the most unsatisfactory character.

In answer to the arguments and facts there brought forward in favour of the continuance of the present state of matters, your Committee addressed a long letter to Government on 1st July, and this letter, which contended strongly both for the lowering of rates and the equalization of rates between Delhi and Bombay and Delhi and Calcutta, your Committee are glad to say, received the vigorous and hearty support of the local Government. To this letter, and also to the letter of the Government of Bombay, dated 22nd July, the Committee beg to call your most particular attention. Some months have now elapsed since these letters went forward to the Government of India, but as yet no reply has been received, and the settlement of rates, which so materially affects the trade of large and important districts seems entirely left in the hands of the local managers of the Rajputana Railway.

Having waited patiently for nearly four months without a reply to their representations, your Committee have had the whole of this correspondence printed and forwarded to the various Chambers of Commerce and Members of Parliament in England, whom they thought most likely to take an interest in the question and to help them with their influence, and they have been requested to take steps to

have the matter brought to the notice of the Secretary of State for India, or, if it is judged better, to bring it before Parliament.

In a letter specially addressed to these various individuals, and sent along with the copies of the correspondence, the Chamber complains that not only are these rates so high compared to the corresponding charge from Delhi to Calcutta; that the advantages of the short and cheap transit to England from this port are entirely neutralized, but the charges themselves are of such a heavy nature, as almost entirely to put a stop to the trade. They also point out that when this line of railway was opened up between Bombay and the rich districts of the North-West Provinces, great expectations were entertained of the increase that might be expected in the trade between them and the markets of Europe. They regretted to say that what seems to them a short-sighted policy on the part of the Indian Government, has caused these expectations entirely to fail. It is a subject well worthy of the attention of all commercial representative bodies and Members of Parliament, especially of those connected with the shipping and manufacturing interests that trade to the East. The Indian wheat trade promises, with due encouragement, to become a great and important one, and it is one that in comparison with its value gives employment to a large number of English steamers; but considering the great distance at which the producing countries lie from the centres of consumption in Europe, the trade can only be kept up if every encouragement is given to it in the shape of cheap carriage to the seaboard. They pointed out, especially to those connected with Lancashire and manufacturing interest at home whose products find an outlet in this country, that they should not rest satisfied with the

abolition of Import Duties, as the consumption of their manufactures must depend very much upon the Indian producer finding in return an extended market for his products in the consuming centres of Europe. They also said that they are glad to see that the subject of these high rates was brought to the attention of the Marquis of Hartington when he visited Lancashire in the early part of the year, and they call special attention to the Chamber's remarks upon his reply contained in their letter of the 12th of April.

They are also asked to observe that, though this correspondence began on the 12th November of last year, the last communication of importance was made on the 1st July, and this remonstrance was forwarded by the Government of Bombay to the Government of India with a strong letter in support of the position taken up by the Chamber on the 25th of the same month, the question was still unsettled ; and it might be weeks or months before even a reply of any kind was received. In the meantime high, nearly prohibitive, rates were still charged, and consequently, though this was the shipping season, almost no wheat was being received from the districts referred to.

The correspondence referred to will be found in *Appendix* B.

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## RATES FOR CARRIAGE OF GRAIN AND SEEDS BY THE G. I. P. RAILWAY.

This subject has again occupied the attention of your Committee. It was during last year that a serious increase was made in these rates; and in spite of the Chamber's strong remonstrances addressed both to the

Railway Company and to the Government, these still continue in force. The Chamber also, you will recollect, raised the general question of the power of the Government to regulate and reduce these charges, but the replies they received from the Government were not of such a character as to encourage them, in the meantime, at least, in pushing the matter further. The rates were raised on 1st May 1881; but owing to special circumstances they did not have any immediate effect in arresting or stopping the trade. During 1882, however, the position of the trade has very much altered, and the adverse effect of the enhanced rates has been made very apparent. The Committee, therefore, addressed two letters to the Agent of the Railway Company upon the subject. In these they pointed out to him that the circumstances of the trade in 1881 were entirely exceptional; that encouraged by low freights both by rail and water, and an increased demand for, and appreciation of Indian wheat in Europe, and aided by the abundant harvest, the cultivators of this country had last season prepared an enormous crop. Large quantities of it were sold in advance in this market and in Europe, and even if higher rates had been imposed it must have been brought here to complete these sales. In April, May, and June the receipts were about 11,00,000 cwts. per month, but in July contracts having run out, the falling off was striking, and arrivals amounted to only 5,00,000 cwts. During that month, however, a great change came over the wheat market at home. Bad weather seriously injured the European, and especially the English, harvest. The American crop also was short; great speculation sprang up both in Europe and America, and prices advanced very much. Under these influences, of course, the demand for Indian wheat revived; high

prices could be given and high freights paid. Wheat began to stream in again by the G. I. P. Railway and the receipts from August 1881, till the end of January 1882, averaged about 10,00,000 cwts. or 50,000 tons each month. In 1882, however, these special encouragements to the trade no longer existed. The price of wheat at home had fallen very considerably, and the great falling off in receipts showed at last that the high Railway rates were beginning to tell. Your Committee, therefore, pressed upon the Agent that something should be done to encourage and foster the trade and gave it as their opinion that by reducing the rates he would be following a course that would be to the ultimate profit and advantage of the railway. The circumstances of the trade could not, they pointed out, be expected to be equally favourable during another year, and that to give relief to the trade then, before Indian wheat had lost its hold on the markets of Europe, would be a wiser policy than to wait till it was crippled and destroyed and then attempt to revive it. On the 12th July they again pointed out to him the great falling off in the quantity of wheat brought in by his railway. In June the total receipts had fallen away to 3,49,008 cwts., as against 11,11,825 cwts. in June of last year. The Committee regret to say that all these representations have had no practical effect. In July, August, and September, the wheat trade by the railway practically disappeared, but it has since revived again to some extent under the influence of the extremely low freights which have fallen from 15 to 20 shillings per ton. The revival is, however, slight compared to what it ought to be, but it shows the correctness of the position taken up by your Committee that the continuance of the wheat trade with Europe must depend mainly upon cheap carriage both by land and sea.—(*Appendix* O.)

## RAILWAY EXTENSIONS.

### PROPOSED LINE OF RAILWAY FROM GODRA TO RUTLAM AND FROM RUTLAM TO GWALIOR, ALSO FROM ITARSI, VIA BHOPAL, TO GWALIOR AND CAWNPORE.

This very important question has not been lost sight of by your Committee. There is a great and growing desire on the part of the mercantile community of Bombay for more direct and cheaper communication with these extensive districts by means of a continuous broad gauge line, and the opinion is strongly held that not only would such a line develope the resources of the country and lead to a large increase in the trade of Bombay, but it would also be in itself a commercial success, and give an ample return on the capital invested. No doubt the line proposed *via* Godra and Rutlam to Jhansi with extensions to Cawnpore and Delhi, and the proposed lines to connect the G. I. P. Railway with Gwalior and Cawnpore, would be to some extent competitive, and your Committee, therefore, informed Government that they were prepared to support either of these lines which seemed to have the greatest chance of being carried into execution, and requested Government to say which line they considered most likely to receive the assent of the Government of India. The opinion of the Government of Bombay seemed to be strongly in favour of that from Itarsee to Bhopal, Jhansi, Gwalior, and Cawnpore, and this was the route which the Committee recommended to the Chamber at the Meeting on 14th July last. The Committee were led to understand that measures had been taken in London to have this line carried out by a private company without a Government guarantee, but as yet they have had no further confirmation upon the point. The Godra and Rutlam extension to Gwalior, Cawnpore, and Delhi seems to the Committee

to have many advantages, but the attempt to carry it out by private enterprise seems to have been a failure. The Committee regret very much that no steps have yet been taken by the Government of India to further any of these lines, and they trust that the matter will have the vigilant attention of their successors. The correspondence connected with this question will be found in *Appendix* D *and* Da.

## WORKING OF THE COAL TRADE ON THE BUNDERS.

The storage of coals on the Bunders has for years past been in a most unsatisfactory condition. All that was given by the Port Trust in return for a large revenue derived from Bunder fees and rents was permission to stack coals on open ground, in most instances alongside open roads, where it was almost impossible to prevent theft. Owing to the impossibility of properly watching and guarding heaps so placed extensive robberies occurred, and your Committee, therefore, proposed that the Trust should land and take charge of coals, but the Trustees declined to undertake the responsibility. An alternative proposal that certain space should be properly fenced in, and that all deliveries should be checked and registered, has been adopted by the Trust, and a portion of Mallet Bunder is now being fenced to admit of the storage of about 30,000 tons. Gates are to be provided for ingress and egress, and the latter are to be provided with weigh bridges. At each gate a clerk will keep a register of all delivery orders, but importers or owners must attend to their own weighing and delivery, the Trustees accepting no responsibility in the matter. For the extra accommodation thus afforded, the Trustees will charge at the rate of Rs. 1-8 per 500 square feet in excess of the rent now charged. This charge seemed to

your Committee excessive, and they have protested against it. The Trust in the meantime decline to reduce it, but say that if in working it is found that the actual cost is more than covered by the charge, it will be reconsidered. —(*Appendix* E.)

## SIMPLIFICATION OF CUSTOMS PROCEDURE.

In May last your Committee addressed the Commissioner of Customs upon this subject, and pointed out to him that as the Import and Export duties had been altogether removed except from one or two articles, a great many of the old forms and restrictions upon the trade had become quite unnecessary. With the change of tariff these did not seem to have been in any way modified, but were still carried out with as much strictness and minuteness as when almost every article imported was subject to duty. There was still the same supervision and scrutiny in discharging and loading cargo, all the old forms had to be gone through; ships were forbidden to commence loading when the cargo was alongside until the Custom House pass arrived, and discharge, at times, was delayed because there was not a sufficient number of Custom House officers on board.

This communication received the careful attention of the Commissioner, and a considerable number of reforms have been introduced during the year. Many of the shipping houses still considered that these reforms had not been carried far enough, and a Sub-Committee, consisting of the Hon'ble W. M. Macaulay, Mr. J. L. Mackay, and Mr. F. D. Parker, was appointed to consider the question. These gentlemen sent in their report in October, and it was forwarded to the Commissioner early in November. This report points out that Major Baring in his speech on the Budget gave it as one of the great advantages of the reformed tariff that

the untaxed portion of the trade would be freed from an amount of friction, scrutiny, and inteference which was quite incommensurate with the revenue produced, and that this idea was repeated and enforced by Lord Ripon in his speech on the same subject. What is wanted, they maintain, is an entire change of system with regard to the Custom House supervision of undutiable cargoes, and that, if necessary, an alteration should be made in the Customs Consolidated Act of 1878, under which we at present work, and which was framed and passed when almost every article was dutiable and the strictest care was necessary to prevent smuggling.

A great deal of the supervision exercised over work done in the harbour and many of the forms required at the Custom House are absolutely unnecessary, either for the protection of the revenue or the collection of statistics. If these were modified, the Custom House Staff might be very considerably reduced and an important saving effected.

A letter has been received from the Collector of Customs, in reply to this report, asking for further information on several of the points referred to; and this letter is at present under the consideration of the Committee.

The Committee's report will be found in *Appendix* F.

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## ANNUAL REPORT ON COTTON FOR THE BOMBAY PRESIDENCY FOR 1880-81 WITH GOVERNMENT RESOLUTION ON THE SAME, DATED 27TH FEBRUARY.

In acknowledging receipt of this, your Committee pointed out to the Government that owing to the late season at which the report was issued it was only interesting as a register of the past, and that the great

bulk of the figures were available to the commercial public at a much earlier date from other sources. Your Committee, therefore, suggested that the Government should publish early in the season a report of the acreage planted, and give monthly returns of the state of the crops, and pointing out that the American Agricultural Bureau gave this information with much inferior machinery at their disposal for doing so. Such information, if published sufficiently early, would be of the greatest use and importance to every one interested in the cotton trade both here and at home. The Government have so far acceded to this suggestion that they have given orders that a statement of the area under cotton cultivation shall be published for each district and native state as soon as possible after the crop is sown, and that another statement shall be subsequently published as soon as the prospects of the crop are pretty well assured. The condition of the crop is to be stated in annas, a rupee being taken, as suggested by your Committee, as representing a full crop. The only return so far received is for the Central Provinces, and your Committee have, therefore, again written to the Government on the subject.—(*Appendix* G.)

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## NEGOTIABLE INSTRUMENTS ACT OF 1881.

Serious objections having been found in working Sections 108 and 109 of this Act, the Government of India requested the opinion of your Committee as to what amendments should be proposed. These sections require that a person who accepts a bill of exchange supra protest which has been noted for non-acceptance should appear in person before a notary to make the pre-

scribed declarations, and that unless he does so, his acceptance shall be a nullity. A Special Sub-Committee, consisting of the Chairman, Mr. Balfour, Mr. Jones, and Mr. Baker, reported upon the subject, and they unanimously recommended that Sections 108 and 109 should be done away with altogether. They also recommended that Section 113, which provides for certain formalities in the case of payment being made for honour, should also be done away with. In their opinion these formalities were of no benefit or security to any one, and imposed obligations which it was often difficult, if not impossible, to carry out without inconvenience. Your Committee also took the liberty of calling the attention of the Government of India to the fact that when Act 26 of 1881 was under consideration, a Special Sub-Committee of merchants and bankers was appointed to consider it. This they did with great care and minuteness and the members gave up to its consideration a great deal of valuable time and attention. They regretted, however, to find that when the Act was passed into law, their representations seem to have received no consideration whatever. Numerous changes and alterations were then introduced which made the Bill differ, very materially, from that submitted for the Chamber's opinion, and these clauses and alterations were apparently never submitted to the mercantile community in any form whatever. Sections 108, 109, and 113 were not in the draft Bill submitted, but were all added after the Chamber had reported upon it. Your Committee informed Government that it seemed to them a mere waste of time and labour to send in representations or suggestions that are never attended to, or to be asked to report on a draft Bill which is to be altered in many important points before it became law, and respectfully submitted that the mercantile community

should be asked to express their views not only on the drafts of Bills proposed, but upon all important alterations or additions which may be introduced before the Bill is finally passed.—(*Appendix* H.)

## RULES FOR THE LANDING AND STORING OF PETROLEUM UNDER ACT VIII. OF 1881.

Draft rules having been published by the Government of Bombay in accordance with this Act, a Sub-Committee was appointed to consider the same, and in accordance with their report your Committee suggested to Government some important alterations and modifications. The report was sent in in May, but up to this time Government has introduced no rules here, and it is not therefore known whether the Committee's suggestions will be acted on. In the meantime Mr. Redwood, the Secretary of the London Petroleum Association, has visited Calcutta, but his report to Government has not yet been published. The Bengal Chamber of Commerce have recently informed your Committee that Government have it in contemplation to raise the standard by 10°, a change which seems uncalled for and unnecessary; and if the report be correct, it will be the duty of this Chamber to protest in the interest not only of the Trade but also of consumers.—(*Appendix* I.)

## FOREIGN EXHIBITIONS.

Papers connected with these have been forwarded to your Committee by the Government of India. The first is in connection with the Fisheries Exhibition proposed to be held in London in 1883. With regard to this your Committee have not thought it necessary to take any action, and the same remarks apply to the papers connected

with the International Exhibition proposed to be held at Boston in 1884.

With regard, however, to the Exhibition of Colonial productions, &c., which is to be held at Amsterdam in May 1883, your Committee were of opinion that as Amsterdam is a market to which there is a gradually increasing export trade from Bombay, it is desirable that the Presidency should be represented, and they have, therefore, appointed a Sub-Committee to collect and forward samples of the most suitable articles connected with our trade.—(*Appendix* J.)

## MERCHANT SHIPPING BILL OF 1882.

A draft of this Act to consolidate and amend all the laws referring to this subject was submitted to your Committee, for their opinion, by the Government of India in April of this year. The Bill was considered by a special Committee who suggested one or two unimportant amendments in points of detail, and a proposal was made to reduce the scale of fees levied for shipping and discharging seamen. Such fees should only be sufficient to cover the expenses of the shipping office, and this is the more desirable, as a proportion of these fees are recovered from the seamen who are a poor class of men whom it surely cannot be the intention of the Government to make profit out of.

The total fees received in the Bombay Shipping Office last year were Rs. 32,581-1-4, while the disbursements amounted to Rs. 13,875-15-2, leaving a profit to Government of Rs. 18,705-2-2.—(*Appendix* K.)

## INDIAN CUSTOMS TARIFF.

As usual a Special Sub-Committee was appointed this year to revise the Customs Tariff. The Committee assem-

bled as usual in January, and their report was sent in to Government. Before, however, its recommendations could be brought into force, Major Baring's Budget in March entirely did away with the duties upon all the articles with which it dealt, so that this probably is the last occasion on which a Committee of the Chamber will have to be appointed to report upon the subject.

## WORKING IN THE HARBOUR ON SUNDAYS.

This question was submitted for the general opinion of the Chamber at the last Annual Meeting held on 20th December 1881; when the following resolution, proposed by Mr. Meilli and seconded by Mr. Moir, was carried by a majority :—

"That this Chamber is of opinion that the Custom House authorities should grant permission to ship produce on Sundays when applied to as long as Sunday work remains an exception and does not become a regular practice."

This resolution was forwarded to the Collector of Customs with the expression of a hope that he would comply with the wishes of the Chamber. The matter was referred to the Commissioner, and in April a reply was received from him in which, after reviewing the whole question, he declined to do so, but proposed as an alternative that the rule in future should be to grant all applications on payment of a fee fixed at a rate sufficiently high to deter those concerned from making applications except in what are to them really cases of emergency. This fee, he proposed, should be equal to one day's demurrage of the vessel asking leave, in addition to the present fees for the extra establishment employed. This letter was circulated among the members of the Chamber, and as a

large majority seemed in favour of accepting the Commissioner's proposal, or some modification of it, another General Meeting was held at which it was submitted to them. The proposal was as follows.:—

"Sunday working shall be permitted on payment, in addition to the ordinary charges at present levied, of a fee equal to one day's demurrage subject to a minimum charge of Rs. 50 and a maximum charge of Rs. 200. Demurrage for this purpose to be calculated at the rate of 6¼ annas per ton of registered tonnage."

At the Meeting this rule was approved with the following addition:—

"That carting and loading on boats at the export bunders or carting or piling at the Prince's Dock shall also be permitted on an extra fee in each case of Rs. 50."

The rider, however, was not accepted by the Commissioner, and the rule at present stands as given above.—(*Appendix* M.)

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## BANK HOLIDAYS.

Some dissatisfaction having been felt at the number of days in succession on which the Exchange and Presidency Banks were closed during the last Christmas and New Year holidays, your Committee put themselves in communication with the Bank Managers with the view of arriving at some understanding by which the Chamber, or the mercantile community, generally, might be taken into consultation before these holidays were appointed in future. They only, however, succeeded in getting a promise that before the holidays were advertised publicly the proposed days would be notified to the Chamber, so that, if necessary, the Chamber might make a remonstrance.

The passing, however, of the "Negotiable Instruments Act," last year, introduced a new rule for fixing such days.

Under this Act the local Government are authorized to fix days as legal holidays by intimation in the local Government Gazette. Your Committee, therefore, suggested to the Government that a Committee should be appointed to consider days most convenient and suitable, and that this Committee should consist of one official member, one member from Committee of the Chamber, one representative of the Exchange Banks, and the Manager of the Presidency Bank. This Committee was appointed in accordance with their recommendation, and the report of the Committee was in the main adopted by Government. The Chairman, who represented the Chamber, was instructed by your Committee to insist upon the principle that Banks should only be legally closed for two working days in succession, and this was afterwards modified to the extent that on two occasions—namely, the "Devali" and the Christmas holidays—a Saturday or half holiday was added.—(*Appendix* **N.**)

## INCREASED DOCK ACCOMMODATION.

In December of last year your Committee were asked by the Port Trust whether they considered that some increase was necessary in the Dock accommodation of the Port, and if so, what in their opinion would be the extent of the increase required.

Your Committee replied that they gave it without hesitation as their opinion that taking it for granted it was a fact well known to the members of the Committee that the Dock was only barely sufficient to the present calls upon it, that immediate steps should be taken by the Trustees to provide for the future. They thought an increase was required for many reasons. Even if the trade of the Port only remained at its present level, there was little doubt but a

larger portion of it would every year cease loading and unloading in the stream and come into Dock. The coal trade also was a very large one, and if proper accommodation were afforded, it would undoubtedly almost all be unloaded in a dock. They did not think it over-sanguine when they said that they anticipated a large increase in our trade in the future. The general progress of the country extended and improved railway communications with new and fertile districts were things which they considered might be counted upon with certainty.

With regard to the extent of the accommodation required, your Committee said that they must reserve their opinion until definite schemes were laid before them, when no doubt it would be proper to take the opinion of the whole body of the Chamber on the subject. At the same time they considered that if the Trustees were taking up the question at all of a new dock, it ought to be a scheme that would make some large and important addition to the accommodation so as to meet the requirements of the future for many years to come. Your Committee have not heard anything further from the Trustees on the subject; and there can be no doubt that the disappointingly small trade of the past half-year brought about mainly by the restrictive and short-sighted policy of the Railway Companies, may have gone far for a time to make increased dock accommodation seem unnecessary. At the same time your Committee trust that this diminution of the volume of our trade is only temporary, and that the new year may bring with it a return of prosperity.—(*Appendix* O.)

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## DRY DOCK ACCOMMODATION IN THE PORT.

The want of a dry dock capable of receiving a larger class of Government ships of war, as well as the larger class

of steamers frequenting the Port, has been much felt during the season, and the Government of India have appointed a Committee to consider the question of how such increased accommodation is best to be obtained. Your Committee has been asked to name two members to serve on the Committee, and with this request they have complied.

Your Committee are glad that their own wants should have forced this question on the attention of Government as a dry dock is urgently required by the Mercantile Marine that will accommodate the large class of steamers that are now being built. The P. & O. Dock and the present Government Dock are frequently occupied by their own steamers, and the British India Dock is too small. The Committee appointed by Government is to consider whether the Hydraulic Lift at Hog Island can be made available either in its present condition or by being moved to a more central station in the vicinity of the Dockyard, or if this should not seem feasible, they are asked to consider where a new dry dock might be most conveniently situated, and by whom it should be erected.—(*Appendix* P.)

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## GOVERNMENT OF INDIA'S PROPOSAL TO AUTHORIZE THE USE OF POSTAGE STAMPS IN PAYMENT OF THE ONE ANNA STAMP DUTY CHARGEABLE ON INSTRUMENTS.

A resolution of the Government of India, dated Simla 30th August 1882, relative to a proposal to authorize the use of postage stamps in payment of the one anna stamp duty chargeable under the Indian Stamp Act was forwarded to the Chamber for their opinion. This proposal is following

the lead of what has been done in the United Kingdom, where penny postage stamps can be used to pay stamp duties for that amount. The difficulty of applying the rule in this country arises from the fact that postage stamps have always to be defaced before they are used, otherwise the risk of robbery and pilfering both before and after the letter is posted has been proved by experience to be too much for the honesty of those to whom the duty of handling them has to be entrusted.

In order to ascertain the views of the Chamber on this question, your Committee circulated the papers to the whole of the members, and the minutes recorded showed that a good deal of difference of opinion existed. In their reply to Government, your Committee pointed out that they considered the difficulty of providing some form of defacement for receipt stamps which would make their after use as postage stamps impossible had been very much overestimated by Government, and that if it were made imperative that receipt stamps on being used should always be defaced by having the date distinctly written across them, it would be quite sufficient to secure the end desired. It would be easy in the Post Office to distinguish between stamps with a date written across the face and stamps which were merely defaced as postage stamps generally are at present by drawing one or two lines across, or by having the name of the firm sending the letter stamped on them. The advantage of having these stamps assimilated is great and undoubted, and some effort, your Committee said, ought to be made to have it carried out, without depriving the public of the privilege of defacing stamps on unposted letters. The Government ought, at least, to give some such scheme as that suggested by the Chamber a fair trial before they pronounced it unworkable.—(*Appendix* Q.)

## PRINCIPLES ON WHICH AWARDS WERE BASED ON CASES SUBMITTED TO THE CHAMBER FOR ARBITRATION UNDER THE RULES PASSED ON THE 3RD AUGUST, 1880.

Dispute as to whether when a steamer had elected to take an article by weight, the weight of goods in cases should be the net weight delivered or the gross weight including the case.

1. The general rule of the Chamber is that when freight is payable on weight, the same is to be on the net weight delivered, and this must be held to apply to all shipping orders unless there is some express stipulation to the contrary.

Dispute as to lay days.

2. This turned entirely upon a question of evidence as to whether sufficient cargo was alongside a ship on Saturday the last day for loading according to a Charter Party, and no general principle was involved.

Dispute as to claim for dead freight on cargo short-shipped by a steamer.

3. Although the shipping order did not contain the usual clause that the steamer shall be entitled to claim dead freight for all cargo short shipped, still even under an ordinary shipping order containing this condition, the decision of the Committee was that it has been the invariable custom of the Port to give notice to the shipper and to endeavour to relet against unshipped cargo, and those who short shipped are only liable for the difference between the rate at which they take the order and the rate at which the relet could be made, unless the ship agents are prepared to prove that no cargo of any kind could be got for their ships. Dead freight cannot be charged according to the custom of the Port until notice had been given and some endeavour made to relet.

The statements of these cases and the decisions of the Sub-

Committees of Arbitration are in the Record Book, which is open to all members of the Chamber.

## FORMS FOR TELEGRAPHIC MESSAGES.

In July last your Committee addressed the Government Telegraph Department asking them to adopt a more convenient form for their telegrams both inland and foreign, and pointing out that the space on the present forms was extremely limited, that if the message was of any length it had to be written on both sides which in mercantile messages was highly objectionable, and also pointing out that the paper used in the Government forms was of very inferior description. They suggested also that the Eastern Telegraph office forms might be taken as a model. The Committee regret to say that the Government Telegraph Department have taken no notice whatever of their representation.—(*Appendix* S.)

## EQUALIZATION OF TONNAGE SCALES AT ALL THE INDIAN PORTS.

A communication on this subject was received from the East Indian and China trade section of the Incorporated Chamber of Commerce of Liverpool in which they pointed out the great diversity that existed in the tonnage scales of Bombay, Calcutta, Karachi, Madras, Cochin, and Ceylon, and requested the co-operation of the Chamber in bringing about more uniformity. Your Chamber replied that they had frequently endeavoured to bring about more uniformity in the Indian tonnage scales, and had written to the Bengal Chamber of Commerce on the subject in 1879, and

again in 1880, but that hitherto they had been unable to get any assistance whatever from that body. They pointed out that the main difference between the scales of Bombay and Calcutta arose from the fact that Calcutta took 50 cubic feet per ton as a standard of measurement, while Bombay took only 40. This custom of taking 40 had been introduced by the P. & O. Company, and was followed by the large steamship companies, and it was in consequence of this that the Bombay Chamber had some years ago been obliged to adopt it for steam freight when that became a common means of conveyance between this Port and Europe. They believed, however, that most shippers would be very glad to go back to a uniform rate of 50 as a standard for steamers. At the same time they were of opinion that it would be perfectly useless to move in the matter unless they obtained the consent and co-operation of the steamship companies trading to the East. The managing agents and directors of all such companies are living in England, and it is only through them that such an alteration could be brought about. The agents here would certainly never agree to the alteration without referring the matter home to their principals.—(*Appendix* T.)

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## THROUGH BOOKING OF GRAINS FROM RAILWAY STATIONS IN INDIA TO PORTS IN EUROPE.

A project of this kind having been brought to the attention of the Government of India by the S. P. and D. Railway, a Committee was appointed to consider and report upon the question, and the Bombay Chamber was asked to nominate a member of their own body. Mr. Forrest (of the firm of Killick, Nixon & Co.) agreed to serve upon this

Committee, and intimation of this was given to Government in March last. The Report of the Special Government Committee has not yet been published, but your Committee do not think the proposal is one that is likely to be carried out.—(*Appendix* U.)

## PROPOSED ALTERATION IN THE PRINCE'S DOCK RULES FOR SHIPPING GRAIN AND OTHER EXPORTS.

In December last the opinion of your Committee was asked on certain alterations proposed to be made in the rules for shipping grain and other exports in the Prince's Dock. As these alterations seriously affect shippers and shipowners, a Committee was appointed to consider them, and reported early in February, recommending very many modifications and alterations, and your Committee are glad to say that the Port Trust adopted their recommendations when the rules were finally settled. These new rules and regulations have been at work during the year, and, your Committee believe, have given general satisfaction. The full details are too long to give in the report, but will be found in *Appendix* V.

## FORMS OF BILL OF LADING FOR THE EASTERN TRADE.

The form of Bills of Lading for steamships has again been considered by a Special Sub-Committee. After much discussion, however, it was found that the ideas of the shippers and the representatives of the shipowners were so far apart that it was hopeless to expect any agreement between them on the various points in dispute. It was also felt even by those who represented the shippers that the alterations proposed by the

Bengal Chamber were of such a sweeping character that it would be impossible to induce shipowners at home to agree to them, and they, therefore, decided to report that they had been unable to agree to any report that was at all satisfactory. The Sub-Committee, however, unanimously recommended that the approval of the Chamber which was given to a form of Bill of Lading in 1872 should be withdrawn. This form had not been adhered to by any of the regular lines, all of whom have made both additions and alterations, and no doubt the Chamber's "approval" is looked upon in courts of law as making "reasonable" and "expedient" some stipulations that would otherwise have difficulty in passing as such. This proposal was brought before a General Meeting on 14th July 1882, and unanimously carried.—(*Appendix* W.)

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## SHORT DELIVERY OF CARGO AT CONTINENTAL PORTS BY STEAMERS LOADED IN THE PRINCE'S DOCK.

A letter addressed by the Steamshipowners' Mutual Protection and Indemnity Association to the Superintendent Prince's Dock was submitted to your Committee by the Port Trust in which great complaints were made of the short weight in seeds especially delivered by steamers from Bombay at Antwerp and Dunkirk. Your Committee replied that vessels in the Dock required no more watching on the part of the officials than vessels in the stream. Delivery and receipt are going on all over the world under all possible conditions, and it is the universal experience that the two parties immediately interested are best left to settle matters between themselves without the intervention of any third party. Further letters lately received by the

Superintendent of the Dock from ship captains unloading at Antwerp seem to point to an organised system of robbery there which effectually accounts for the short deliveries complained of.—(*Appendix* X.)

## LANDING OF CARGOES FOR LIVERPOOL ON LANCASHIRE SIDE.

The attention of your Committee was called to the fact that according to a recent legal decision at home, the Port of Liverpool was interpreted to mean either Liverpool or Birkenhead at the option of the ship. The papers on the subject were circulated among the members of the Chamber, and having thus made the matter public, the Committee thought that they could do no more, as shippers could protect themselves by insisting that every Bill of Lading shall provide for the delivery of cargo in Liverpool.

## COMMERCIAL TREATY BETWEEN GREAT BRITAIN AND EGYPT.

In prospect of negotiations with the Egyptian Government for the conclusion of a commercial treaty between Great Britain and Egypt, the Government of India asked the Chamber for suggestions as to how the trade between Egypt and India might best be promoted and encouraged. Your Committee in reply pointed out that the trade from Bombay to Egypt was very small, only amounting to about 6½ lacs during the previous year, of which 3½ lacs were coffee, and that of the balance a large portion had probably been only transhipped in the harbour. They, therefore, recommended that the opinions of Madras and Calcutta,

both of which have a much larger trade with Egypt, would be of greater importance to Government. They further, however, pointed out that Bombay might hope in the future to do a large business with Egypt in cotton yarns and cotton cloth, the produce of the local mills. This is no doubt highly to be desired, but as under any treaty Indian would be admitted under the same terms as English made goods, the Committee did not consider any suggestion from them necessary. The trade from England to Egypt in cotton goods is already important and is sure to have its claim for favourable treatment very fully laid before the Home Government by those interested.—(*Appendix* Z.)

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## PRODUCTION OF COTTON IN AMERICA.

In September 1881 your Committee addressed the Agricultural Bureau, Washington, enquiring to what extent the increased production of American cotton was due to the use of fertilization and to what extent it was due to increased acreage. The reply was received late in December, and, being of much interest to the mercantile public, will be found in the Appendix. The Secretary to the Bureau ascribed the great increase of the crop mainly to the enlarged breadth of cultivation, but gives interesting details as to the character and extent of the fertilizers which are used throughout the cotton-producing States.—(*Appendix* AA.)

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## REGULATION OF OPIUM TRAFFIC.

It was proposed by the Commissioner of Customs to call into action certain rules under the Opium Act of 1878 which had been suspended in that year owing to strong opposition from the trade and this Chamber. The same objections to

these rules still exist, and your Committee, at the desire of those interested, again protested against this action, and they are glad to say that the enforcement of these rules has again been suspended till further orders.—(*Appendix* BB.)

## STAMP DUTY ON CHARTER PARTIES.

When steamers were being chartered to Government for Egyptian service, the legal advisers of Government insisted upon a five rupee stamp on the Charter Parties instead of a stamp of one rupee which had hitherto been invariably used and considered sufficient. Your Committee, therefore, wrote to the Bengal Chamber of Commerce to ask what was the custom on their side of India. The reply was that in no case was more than one rupee stamp ever used, and they gave a strong expression of opinion that in their interpretation of the Stamp Act the Bombay law officers were wrong. Your Committee's letter to the Local Government merely brought a reply that the Government being advised that a Charter Party containing a clause which provides for the adjustment of liquidated damages, should a breach arise, is liable to a stampduty of five rupees, and that they must accept such opinion of the law officers as correct unless and until it is declared by a court of law to be erroneous. It being obviously of great importance that the point should be definitely settled, your Committee addressed the Government of India on the subject on 15th September, but they have not yet had any reply.—(*Appendix* CC.)

## QUALITY OF THE PAPER ON WHICH CUSTOMS FORMS ARE PRINTED.

Certain regulations (which were issued by the Collector of Customs in the early part of this year) as to the quality

of paper on which the Customs forms were to be filled in were considered to fall heavily on importers, and at the suggestion of your Committee considerable modifications were made in these rules. They fully sympathised with the Commissioner's wish to put down the use of low and inferior papers; but at the same time they considered the rules ought to be enforced with as little inconvenience to the mercantile community as possible.

## OPINION OBTAINED BY THE BENGAL CHAMBER OF COMMERCE REGARDING LIABILITIES UNDER BILLS OF LADING IN EVENT OF THE STOPPAGE OF THE CANAL.

A copy of this opinion kindly placed at their disposal by a member of your Committee was circulated to the whole members of the Chamber at the time it was received, and of course was of much interest when the traffic by the Canal had been stopped and the possibility of its being so for an indefinite period was fully entertained. The papers on this subject will be found in *Appendix* EE.

## THE TWO MILLIONS STERLING LOAN.

The sudden and unexpected issue of the Indian Government sterling loan of two millions in London in the beginning of October last created a good deal of uneasiness in the minds of the commercial community here, and some doubt was entertained as to whether it was intended in any way to take the place of the 2½ crore loan about to be issued in India. Your Committee, therefore, telegraphed to the Government of India on the subject, and received from Major Baring a prompt and courteous reply, from which

however it was apparent that beyond the fact that it would not affect the issue of the Rupee Loan, the Government in this country did not seem to have much more information upon the subject than the outside public.—(*Appendix* FF.)

## COAL FIELDS IN THE NEIGHBOURHOOD OF SOHAGPUR.

Your Committee called the attention of Government to a report upon these fields in the valley of the river Johilla in the Native State of Rewa, and pointed out the importance of supplies of cheap and good coals from those districts to the railway lines that feed the trade from this Port, and asked for information as to what progress was being made towards opening them up. A letter was received in reply from the Agent to the Governor General for the Central Provinces which, however, did not contain much of the information asked for. He had reported to the Government of India that these fields were of immense advantage to the railway systems in Northern India, inexhaustible in their extent, and probably equal in quality to the best Bengal coal. He had also made certain suggestions, and on these he was then awaiting orders. Your Committee regret this delay, and also the suggestion contained in the Agent's letter, that the right of working the coal fields should only be given up to those who are prepared in return to construct the Rewa State Railways.—(*Appendix* GG.)

## IMPORTATION OF IMPURE EXPLOSIVES INTO INDIA.

Pending the preparation of a general Act on the subject, the Government of India requested the opinion of the

Chamber regarding certain proposed rules and restrictions with regard to the storage and transport of explosives. It was suggested that the importation into India of nitro-glycerine compounds should be prohibited except

(1) When covered by a certificate of an authorized Government official in the United Kingdom.

(2) When similary passed by some qualified officer of Government in India after the application of proper tests.

Your Committee replied that they highly approved of some such rules being introduced and that without delay.

With regard to the first, however, they were doubtful if any official in England is empowered to certify to the purity of nitroglycerine compounds, as they found nothing of that kind in the English Explosives Act.—(*Appendix* HH.)

## COTTON FRAUDS ACT.

After many years agitation and after much opposition on the part of the Government and their officers in this Presidency, the complete repeal of all special legislation on the subject of Cotton Frauds has at last become an accomplished fact. An Act for this purpose was, under instructions from the Secretary of State, introduced into the Bombay Legislative Council and duly received the assent of the Governor-General during the past year.—(*Appendix* II.)

## CULTIVATION OF AMERICAN COTTON SEED IN THE BARODA STATE.

A communication was received from the Baroda State with regard to the introduction of acclimatized American cotton seed into the Baroda territory in order to improve

the staple and quality of the cotton grown there, and asking your Committee for their opinion and advice as to how this improvement might be effected. It was pointed out in reply that much good was not likely to result from the introduction of American seed into the Baroda State, either in the shape of fresh American seed or of climatized. The indigenous cotton grown in Guzerat in the neighbourhood of Broach especially was of better quality and commanded a higher price in the market than any that had hitherto been grown in India from either imported or climatized American seed. If the Dewan of Baroda, therefore, was anxious to improve the quality and fibre of the cotton grown in his State, the best way of doing so was to select the best indigenous seed to see that it was carefully cultivated and afterwards that the cotton was prepared for the market in a skilful and scientific manner. Your Committee also forwarded copy of a letter which they had addressed to the Dewan on the same subject in September 1879.—(*Appendix* J J.)

## MIXING OF INFERIOR SIND COTTON WITH THE SUPERIOR CLASSES OF COTTONS AT THE SCREWS IN BOMBAY.

A communication was received from the Commissioner of Customs on this subject stating that the Commissioner in Sind had applied to him for information as to whether complaints had been heard of Sind cotton being brought into Bombay and utilized in mixing with superior classes of Presidency cotton previous to exportation to England. Your Committee replied that they regretted to say it was within their own knowledge that to mix Sind and other inferior classes of cotton with several of the leading and better growths, was now a very wide-spread practice at the screws in this city. Correspondence on the subject will be found in *Appendix* KK.

## PROPOSED REDUCTION IN THE STRENGTH AND COST OF THE ESTABLISHMENT AT THE OYSTER LIGHT-HOUSE OFF CARWAR.

A proposal was made to Government by the Commissioner of Customs that the first-class dioptric light, on what is known as the Oyster Light-house at Carwar, should be placed on the Burnt Islands off Vingorla, and that the present Burnt Islands' light should be placed in the Oyster Light-house. Your Committee consulted those likely to be best informed on the subject, especially the masters of the steamers trading up and down the coast, and having received a very strong and almost unanimous opinion from them that the lights had best be left in their present state, they wrote to the Government to that effect. Apart from this they considered that there are always great objections to changing the nature and power of leading lights unless the requirements of navigation made such changes absolutely necessary. The opinions of the Committee will be found in *Appendix* LL.

## CULTIVATION OF WHEAT IN THE BOMBAY PRESIDENCY.

Your Committee have had some correspondence with Government in regard to the cultivation of wheat in this Presidency which will prove interesting, and it is therefore inserted in the appendix.

The opportunity of addressing Government was availed of to suggest that the attention of the Secretary of State should be called to the great fact which the experience of the wheat trade in this country is always bringing prominently forward, namely, that to establish a permanent trade with Europe, cheap carriage to the seaboard is a thing which above all others is absolutely necessary. To establish this position your Committee gave examples taken from the history

of the wheat trade during the past two years, and they further pointed out that the cotton and seed trade of India were in quite a different position from the grain trade. The greater portion of the cotton and a large portion of the seeds grown in India were grown expressly for European markets, and must be shipped and find sale there, whether the prices (within certain limits) were higher or lower. With the grain trade, however, it is totally different. Hitherto grain has chiefly been grown in India for local consumption, and it will only pay to ship it when the rupee price reaches a certain level. If it falls below that point, the holder stores it for future local consumption, and the export trade in it disappears entirely.—(*Appendix* MM.)

## REVISION OF IMPORT DUTIES ON BRITISH PRODUCTS IN INDIA, AND THE CONTINUANCE OF IMPORT DUTY ON INDIAN COFFEE, TEA, AND JEWELLERY.

In April last your Committee were addressed by the Madras Chamber of Commerce on the subject of the abolition of the Indian Import duties and also the Imperial Licence Tax. With regard to the first of these, they wished your Committee to join in a general remonstrance to the Secretary of State for India on the subject of the continuance of Import duties in England on coffee, tea, jewellery, &c., as being inconsistent with the doctrine of free trade, as well as with the sacrifice of Import duties which, they contended, India had been obliged to make in deference to the interests of England. Your Committee replied that the Chamber heartily sympathised in the desire to see duties on those articles abolished in England, as their free import would undoubtedly largely stimulate the trade and would be a great benefit both to the Indian producer and English consumer, and if any representation from the Chamber were likely to

lead to this, they would gladly give it. Beyond this, however, they could not join in any remonstrance to the Secretary of State which takes for granted that the retention of these duties and the remission of a number of Import duties were acts either inconsistent in themselves or with the policy of free trade professed by the English Government.

To discuss this subject further might lead to difference of opinions even upon their own Committee, and they declined to raise it in the meantime, as they did not think any practical good could come from pressing such a view on the attention of the Government at home.

The Madras Chamber also enclosed copy of a Memorial to the Finance Minister of India, Major Baring, on the subject of the repeal of the Licence Tax, and requested the co-operation of your Committee. Your Committee quite agreed with all that was said as to the injustice and impolicy of the tax, and pointed out that the Bombay Chamber and the mercantile public here have agitated strongly against this tax in the past, and are prepared to do so again when the proper time arrives. During last season, however, there was a strong opinion among the general public both here and at home that the late Budget had made large concessions to mercantile interests in the abolition of the Customs duties. In the meantime, therefore, they considered that to attempt to get the tax removed last year was at least inopportune.—(*Appendix* **NN.**)

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## ELECTION OF A CHAIRMAN IN PLACE OF MR. E. COMBER, RESIGNED.

Mr. E. Comber having resigned the office of Chairman of the Chamber in March last, owing to his approaching departure for England, the election of a Chairman in his place was held by ballot, in accordance with the rules of

the Chamber, on the 27th and 28th of the same month, when Mr. W. M. Macaulay, the Deputy Chairman of the Chamber, was elected Chairman in Mr. Comber's place.

## ELECTION OF A DEPUTY CHAIRMAN IN PLACE OF Mr. W. M. MACAULAY.

Following the precedent of the previous two years, the Committee elected by ballot among themselves Mr. G. A. Barnett, Agent of the G. I. P. Railway, to be Deputy Chairman in place of Mr. Macaulay.

## CANDIDATES FOR THE PORT TRUSTEESHIP.

The term of office of three of your representatives on the Port Trust—the Hon'ble J. N. Graham, the Hon'ble Mr. Sassoon, and Mr. R. B. Sedgwick—expired on the 31st March, being the end of the two years for which members are elected. An election by ballot took place on the 9th and 10th March of three gentlemen to fill their places, and resulted in the election of the Hon'ble Mr. Sassoon, Mr. W. M. Macaulay, and Mr. F. D. Parker. Mr. Sassoon, it will be observed, was re-elected, but Messrs. Graham and Sedgwick did not again offer themselves. Mr. G. A. Kittredge resigned his office at the same time, and Mr. John Lang (of the firm of Messrs. Lang, Moir and Co.) was elected to serve in his place until the end of what would have been Mr. Kittredge's term of office, namely, 31st March 1883.

Mr. Francis Mathew (late Agent of the B. B. and C. I. Railway), another of your representatives, having proceeded to England on the 3rd of May, resigned his office upon that date, and at an election held on the 4th and 5th of the same

month Mr. G. A. Barnett (Agent of the G. I. P. Railway) was elected in his place.

## REMISSION OF CUSTOMS DUTIES.

It has been the custom of the Chamber hitherto to give in the appendix particulars of all the changes and remissions that are made in the Customs duties during the past year. During the present year, however, the fiscal changes introduced in Major Baring's Budget have almost entirely swept away both Import and Export duties except upon one or two special articles, so that this year your Committee give in the appendix the whole of the Customs Act of 1882 which extends over a few pages only. Your Committee cannot allow this report to close without referring to these great and sweeping changes, and to express a hope that their wisdom will be justified in the future by the increased trade and the growing prosperity of the country. Eight or nine years ago when the subject was first prominently brought forward, your Chamber took a leading part in pressing the adoption of this free trade policy upon the Indian Government, and it must be a satifaction to many of the members both past and present to see it finally so fully adopted and carried out.—(*Appendix* OO.)

## RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

## QUOTATIONS OF EXCHANGE, DISCOUNT, GOVERNMENT SECURITIES AND FREIGHT, AND OF THE PRICES OF THE PRINCIPAL ARTICLES OF IMPORT AND EXPORT DURING THE YEAR 1882.

A list of the quotations during the year 1882, compiled from the quotations issued weekly by the Committee, will be found in *Appendix* PP.

## CHARTS AND NOTICES OF THE MARINE SURVEY DEPARTMENT.

The Chamber is indebted to the courtesy of Commander A. Dundas Taylor, late I. N., Superintendent of Marine Survey to the Government of India, for a supply regularly of the very valuable charts compiled by him. These charts and the notices issued by the Marine Survey Department are filed in the office of the Chamber, where they are always open to inspection of members.

## MISCELLANEOUS.

Numerous references have been made to your Committee during the period under review on points connected with the mercantile and shipping interests of the Port which were considered and disposed of in the usual manner.

The balance at the credit of the Chamber on the 30th November 1882 was Rs. 44,421-1-0, against Rs. 34,448-12-7 on the 30th November 1881, being an increase in the twelve months of Rs. 9,972-4-5.

The Measurement Account which has hitherto been kept separate (for what seems to the Committee no good reason) has this year been included in the General Account of the Chamber.

*STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.*

| Year ending. | No. of Bales Measured | Receipts. | Expenditure. | Surplus Receipts. | Excess of Expenditure. |
|---|---|---|---|---|---|
| | | Rs. | Rs. | Rs. | Rs. |
| From 18th May 1870 to 30th November 1872 ..... | Not recorded ..... | 52,215 | 36,315 | 15,900 | ... |
| From 1st December 1872 to 30th November 1873 ... | 1,086,577 | 16,995 | 15,291 | 1,704 | ... |
| Year ending 30th November 1874 ..... | 1,402,379 | 21,707 | 18,986 | 2,721 | ... |
| Do. 30th Nov. 1875 ... | 1,474,470 | 23,039 | 22,009 | 1,030 | ... |
| Do. 30th Nov. 1876 ... | 1,240,034 | 19,375 | 22,355 | ... | 2,980 |
| Do. 30th Nov. 1877 ... | 1,101,318 | 18,324 | 21,561 | ... | 3,237 |
| Do. 30th Nov. 1878 ... | 1,040,961 | 20,837 | 23,287 | ... | 2,450 |
| Do. 30th Nov. 1879 ... | 887,100 | 28,808 | 20,140 | 8,668 | ... |
| Do. 30th Nov. 1880 ... | 1,163,545 | 33,219 | 20,084 | 13,135 | ... |
| Do. 30th Nov. 1881 ... | 1,313,592 | 25,177 | 24,029 | 1,147 | ... |
| Do. 30th Nov. 1882 ... | 1,892,796 | 33,225 | 24,757 | 8,468 | ... |

*STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last five years.*

| Period. | Number of Packages. | Receipts. | | |
|---|---|---|---|---|
| | | Rs. | a. | p. |
| 1st Dec. 1877 to 30th Nov. 1878 ..... | 89,327 | 2,791 | 7 | 6 |
| 1st ,, 1878 to ,, 1879 ..... | 1,55,886 | 7,980 | 2 | 0 |
| 1st ,, 1879 to ,, 1880 ..... | 1,65,182 | 10,317 | 10 | 0 |
| 1st ,, 1880 to ,, 1881 ..... | 1,08,271 | 6,766 | 15 | 0 |
| 1st ,, 1881 to ,, 1882 ..... | 1,00,106 | 6,256 | 10 | 0 |

# APPENDIX A.

## FUNDS OF THE BOMBAY CHAMBER OF COMMERCE.

FROM 1st DECEMBER 1881 TO 30TH NOVEMBER, 1882.

| DISBURSEMENTS. | | | | Amount. | | | RECEIPTS. | | | Amount. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Rs. | A. | P. | | | | Rs. | A. | P. |
| Rent | Rs. | 3,300 | 0 0 | | | | Balance at the Credit of the Chamber, on 30th November, 1881, as shown in last year's account | | | 34,448 | 12 | 7 |
| Less amount received from Mr. Gordon and Millowners' Association | ,, | 1,620 | 0 0 | | | | Subscriptions* | | | 12,660 | 0 | 0 |
| | | | | 1,680 | 0 | 0 | Publications | | | 10,173 | 0 | 0 |
| Printing— | | | | | | | Realized by Sales of Daily and Weekly Trade Returns and Manifests | | | 2,233 | 12 | 0 |
| Miscellaneous Papers | Rs. | 660 | 0 0 | | | | | | | | | |
| Annual Report | ,, | 1,647 | 15 0 | | | | | | | | | |
| | | | | 2,307 | 15 | 0 | Received on Cotton Measurement Fee Account as Head Office Charges in connection with the Measurement Scheme from 1st December 1881 to 31st August, when the Account was amalgamated with the General Account | | | 1,800 | 0 | 0 |
| Advertisements | | | | 136 | 2 | 6 | | | | | | |
| Newspapers and Books | | | | 875 | 2 | 4 | | | | | | |
| Office Salaries, Telegrams, Petty Charges, &c. | | | | 9,765 | 1 | 6 | | | | | | |
| Stationery | | | | 207 | 5 | 0 | Do. Millowners' Association's contribution to Statistical Department | | | 1,200 | 0 | 0 |
| Postage and Receipt Stamps | | | | 163 | 10 | 0 | | | | | | |
| Daily and Weekly Trade Returns, Manifests, and other Statistics & Stationery | Rs. | 4,451 | 4 0 | | | | Do. Interest on Fixed Deposits | | | 1,275 | 11 | 6 |
| Printing do. | ,, | 7,369 | 12 8 | | | | Do. Miscellaneous receipts for copies of Tonnage Scales, &c. | | | 36 | 2 | 0 |
| | | | | 11,821 | 0 | 8 | Do. on account of Arbitration Fees in four cases | | | 60 | 0 | 0 |
| Cotton Measurement Establishment | | | | 24,757 | 12 | 11 | Do. from Cotton Measurement Department | | | 33,225 | 12 | 1 |
| Millowners' Association Establishment | | | | 862 | 7 | 3 | | | | | | |
| Municipal Rates and Taxes | | | | 115 | 8 | 0 | | | | | | |
| Balance invested as follows:— | | | | | | | | | | | | |
| In Fixed Deposit Receipts bearing interest at 3, 4, and 5 per cent. per annum:— | | | | | | | | | | | | |
| Hongkong & Shanghai Banking Corporation @ 5 per cent. | Rs. | 14,000 | 0 0 | | | | | | | | | |
| Do. do. do. @ 4 ,, | ,, | 10,000 | 0 0 | | | | | | | | | |
| Do. do. do. @ 3 ,, | ,, | 14,000 | 0 0 | | | | | | | | | |
| Cash in Bank of Bombay, including recoveries to date | ,, | 6,321 | 1 0 | | | | | | | | | |
| Cash in hand | ,, | 100 | 0 0 | | | | | | | | | |
| | | | | 44,421 | 1 | 0 | | | | | | |
| Total | Rs. | | | 97,113 | 2 | 2 | Total | Rs. | | 97,113 | 2 | 2 |

* Not including Subscriptions and Publications for November, 1882, which amounted to Rs. 1,752-8-0.

I have compared the above statement of accounts with the abstracts, vouchers, books of the Chamber; and found the same correct. The Deposit Receipts of the Hongkong and Shanghai Banking Corporation were also shown to me, and are in order, and I hereby certify that the balance of cash at Bankers is correct.

Bombay, 9th January, 1883.

J. GREENWOOD, *Auditor.*

# APPENDIX B.

## RATES FOR FREIGHT FOR GRAINS AND SEEDS FROM AGRA AND DELHI TO BOMBAY BY THE B. B. & C. I. R. AND THE RAJPUTANA STATE RAILWAY.

No. 845 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 25*th April*, 1882.

From the JOINT SECRETARY to the GOVERNMENT of BOMBAY to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 12th instant, on the subject of the difference in the rates charged for the carriage of produce by Railway between Delhi and Bombay and Delhi and Howrah, which will at once be submitted to the Government of India with reference to previous communications on the same subject.

2. The Chamber are, no doubt, aware that the Government of India having taken the regulation of the through rates into their own hands, and the Rajputana Railway being under their direct control, the Government of Bombay are not at present in a position to deal fully with the questions raised by the Chamber.

3. My letter No. 373, dated 24th February last, was written with a view to obtain some further information, and to invite attention to certain considerations which the Chamber appeared to have overlooked.

4. Thus, in your letter dated 4th February last, certain figures were given, showing the quantities of wheat forwarded to Bombay *viâ* the Rajputana Railway during the year 1881, and it was asserted that the great falling off in the quantity sent to Bombay during November and December of that year was "entirely due to the high rates of carriage driving the trade to Calcutta." Both the figures quoted and the "high" rates referred to applied to exports from Delhi.

5. The Governor in Council had, however, been given to understand that the exports from Delhi to Bombay had all along been in excess of the exports from Delhi to Calcutta, and as this appeared inconsistent with the Chamber's assertion above quoted, I was directed to ask for further statistics showing the quantities sent in corresponding months from Delhi to Calcutta, and to enquire how the case then stood in respect to exports from Delhi to Bombay and Calcutta, respectively.

6. I am to point out that precise information on this point is not

supplied in your letter under reply. What has been given is a statement of wheat received at Howrah from Cawnpore and stations north, and as Cawnpore is quite beyond the range of the Rajputana Railway, it is not apparent how these figures can be accepted as proving the Chamber's assertion. The observation made in my letter to the effect that the bulk of the grain traffic was now finding its way to Bombay had reference, as is evident from the context, to the Delhi traffic alone, not to that of the North-West Provinces and Oudh, of which Cawnpore is the trade centre, and which, if it came to Bombay at all, would not come by the Rajputana Railway, but by Allahabad and the Great Indian Peninsula line, which gives a shorter route without breaks of gauge.

7. The reference in my letter to the Great Indian Peninsula Railway rates had, as the Chamber observe, no bearing on the question of the principle on which the competing rates between Delhi and Bombay and Howrah, respectively, should be regulated, but it has a bearing on the question whether the rates charged by the Rajputana Railway are not only relatively, but absolutely and in themselves, so high as to hinder the export of wheat from Delhi to Bombay and discourage production. However this may be, the Chamber are, no doubt, right when they argue that lower rates might stimulate production, and that rates which are liable to capricious changes are likely to have a prejudicial effect on trade, and their views on these points, as well as on the general question of the rates, will, no doubt, be duly considered by the Government of India, who will be requested to expedite their reply to this and previous references.—I have, &c.,

H. F. HANCOCK, Colonel, R. E.,
Joint Secretary to Government.

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No. 100 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *8th May*, 1882.

Colonel H. F. HANCOCK, R.E., Joint Secretary to Government, Public Works Department (Railways).

SIR,—I have to thank you for your letter of 25th April last, No. 845 of 1882, and in reply the Committee desire me to express their thanks to the Governor in Council for the promptness with which their communication on the subject of the grain rates by the Rajputtana Railway has been forwarded to the Government of India.

They would have been glad, however, also to have learnt that the Governor in Council had given his support to the representation of the Chamber.

With regard to the request for further statistics in your letter, the Committee have written to the East Indian Railway asking for returns of the quantities of wheat sent from Delhi to Howrah during the past year, and as soon as they are obtained, they will be sent in for the information of the Government.—I have, &c.,

D. WATSON, Acting Secretary.

No. 142 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *6th June*, 1882.

To the SECRETARY to GOVERNMENT, Public Works Department, (Railways).

SIR,—Referring to your letter No. 845 of 1882, of 25th April last, I have now the pleasure to hand you statement of the quantity of wheat sent from Delhi to Howrah during 1881. These figures were forwarded us after much delay by the East Indian Railway Company, who state at the same time that the returns for any part of 1882 are not yet ready.

The Committee desire me also to take advantage of this opportunity to state to His Excellency the Governor in Council that they observe with much satisfaction that the rates of grains from Delhi to Bombay have been reduced from Rs. 0-15-5 to Rs. 0-13-6 per maund. This has had a most beneficial effect already, and since the reduction came into operation considerable new contracts have been made for the sale and delivery of Delhi wheat in Bombay, and the trade shows every sign of again growing up to be an important one.

The Committee certainly regret that the rate was not reduced at once to the old level of autumn last, viz., Rs. 0-12-6 per maund, at the same time even the present reduction seems to enable trade to be done, and the Chamber trust that this may be represented to the Government of India and that steps may be taken to prevent the rates being again raised at the end of the monsoon months.—I have, &c,

D. WATSON, Acting Secretary.

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Statement showing wheat received at Howrah from Delhi during the year 1881 :—

| Month. 1881. | Quantity. Tons. | Cwt. |
|---|---|---|
| January ... | ... | ... |
| February ... | 144 | 4 |
| March ... | 109 | 18 |
| April ... | ... | ... |
| May ... | ... | ... |
| June ... | ... | ... |
| July ... | 108 | 2 |
| August ... | 3,693 | 4 |
| September ... | 5,249 | 5 |
| October ... | 2,290 | 14 |
| November ... | 659 | 4 |
| December ... | 2,537 | 4 |
| Total quantity . | 14,791 | 15 |

(True Copy)

D. WATSON, Acting Secretary

No. 1188 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *8th June*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—With reference to correspondence ending with my letter No. 845, of 25th April last, I am directed to forward, for information, copy of a communication from the Government of India, No. 472 R.T., dated 19th May last, on the subject of through Railway rates from Northern India to Bombay *via* Rajputana.—I have, &c.,

H. DOVETON, Major, R.E.,
For Joint Secretary to Government.

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No. 472 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, *19th May*, 1882.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letters Nos. 374 and 846, dated 24th February and 25th April 1882, respectively, forwarding copies of correspondence on the subject of through rates from Northern India to Bombay *via* Rajputana.

2. It would appear that the Bombay Chamber of Commerce contend that, in fairness to the mercantile community of Bombay, the through rates from Delhi and Agra *via* Rajputana should not be in excess of the rates from these stations to Calcutta. The question of the division of the special through rates to Bombay between the two Railways concerned is also connected with this case.

3. In reply, I am directed to state that, after a careful consideration of all the arguments adduced on this somewhat complicated question, His Excellency the Governor-General in Council has come to the conclusion that, in fixing the charges for the carriage of the same commodity on different Railways, the cost of carriage cannot be neglected, nor can this important element be omitted in arranging the division of through rates between lines working in connection.

4. The principal items which cause the cost of carriage to vary on different lines are the cost of fuel and the gradients worked over. The cost of coal per ton on the three lines concerned was as follows during the first-half of 1881 :—

| | |
|---|---|
| East Indian Railway ... ... ... ... | Rs. 4·47 |
| Bombay, Baroda and Central India Railway ... | ,, 17·6 |
| Rajputana Railway ... ... ... ... | ,, 23·88 |

and the cost of coal consumed per 1,000 ton-miles was—

| | |
|---|---|
| On the East Indian Railway ... ... ... | Rs. ·305 |
| ,, Bombay, Baroda and Central India Railway ... | ,, 1·116 |
| ,, Rajputana-Malwa Railway ... ... | ,, 2·536 |

5 As to gradients, the Bombay, Baroda and Central Indian Rail

way has the advantage of passing through a very level country, and the East Indian Railway has for the greater part of its length a similar advantage ; while the Rajputana line runs through a hilly country, and is consequently heavily weighted with the cost of haulage up steep gradients, which not only enhance the consumption of fuel, but every item of expenditure directly due to the running of trains.

6. From the above facts it appears perfectly clear that the Rajputana line cannot afford to carry at as low a mileage rate as the East Indian Railway ; and to keep up the charges on the latter line to an equality with those on the former would be manifestly unjust to the country served by the East Indian. The rates on both lines should be fixed at the lowest limit possible to secure a fair profit on working. This principle must also be considered in dividing through rates over connected lines. To regulate these charges on the basis of an equal mileage division would in the case in question practically overweight them in order to secure a larger proportion of profit for one line than for the other. An equal mileage division is not compatible with the lowest paying charge.

7. As the Government has relegated to Guaranteed Companies the power to vary rates within certain maxima, it only remains to fix the lowest rate which the Rajputana-Malwa Railway can for the present be permitted to charge for the carriage of country produce, such as is comprised under the special class A, leaving the Manager to arrange with the Agent, Bombay, Baroda and Central India Railway, the total charge for through traffic.

8. The Government of India, however, understands from the Manager, Rajputana-Malwa Railway, that the Agent, Bombay, Baroda and Central India Railway, whilst agreeing to a through rate of 5 annas 5 pies per maund over his line for the traffic of this class booked from Agra or Delhi, will not agree to the same rate for similar goods booked to Bombay from any other stations on the Rajputana-Malwa Railway ; but insists on a rate of 7 annas per maund as the share of the Bombay, Baroda and Central India Railway for such goods, thus making his reduced rate simply a competitive rate for the East Indian Railway traffic ; and I am to observe, with reference to this point, that if 5 annas 5 pies is a paying rate for the Bombay, Baroda and Central India Railway for goods coming from Agra or Delhi, it must be equally remunerative to that Company for similar goods coming from Ajmere, Nasirabad or indeed any station on the Rajputana-Malwa Railway above Sabarmati ; and therefore that, if the Agent was in earnest in lowering his rates for the benefit of the trade of Bombay, he would be prepared to accept the lower rate for this class of traffic when put into the Bombay, Baroda and Central India wagons at Sabarmati without reference to where it comes from. The Government of India has now under consideration proposals from the Manager Rajputana-Malwa Railway, for an alteration in the minimum rate at present sanctioned, whiah is 10 annas per maund from Delhi to Sabarmati, or about ¹ pie per maund per mile ; but as it cannot permit differential competitive rates with reference to special stations served by other Railways, I am to say that orders on the Manager's proposals will be deferred, pending an assurance from the Government of Bombay that the Agent, Bombay, Baroda and Central India Railway, is prepared to grant the

same rate over that Railway to this traffic from whatever station of the Rajputana-Malwa Railway the goods may be booked.

9. Referring to paragraph 4 of your letter No. 374 of the 24th February, I am to observe that the adoption of the metre gauge for the Rajputana Railway is justified by its smaller capital cost, and by the fact that the Government could not, looking to the general requirements of the whole country, have allotted sufficient funds to this Railway to enable it to have been carried out as a broad gauge line. The question has indeed really been between a metre gauge railway or none at all, and not between a broad or a metre gauge railway.

10. In regard to the allegations of the Bombay Chamber of Commerce, that the action of the Government has hampered the trade of Bombay, it is only necessary to observe that the complaint has been clearly made without due consideration. Less than 50,000 tons of wheat have been carried from Delhi and Agra, or past the Gaziabad junction, during the year 1881, and of this about half has gone to Bombay and half to Calcutta; while the total export of this staple from Bombay has apparently increased during 1881 to thirty-six times what it was in 1879, while the export from Calcutta has about trebled in the same period.

11. The Government of India has certainly no wish to favour either the port of Calcutta or that of Bombay in this matter; both ports have their respective advantages and disadvantages as regards the export of country produce. Bombay has a magnificent harbour, and a convenient dock, combined with lower freight charges to Europe; but as regards inland transport, it has the disadvantages of costly fuel and hilly country. Calcutta, on the other hand, has a somewhat dangerous river for its approach, no docks, and heavier freight charges to Europe; but in respect of inland transport, it has great advantages, not only from the abundant supply of cheap coal, but also from its river transport. The competition of the river compels low charges on the railways, while the cheap coal enables these low charges to be remunerative; and it appears to His Excellency the Governor General in Council that if the Government ruled that the rates from Delhi and Agra to Bombay and Calcutta were to be the same, such ruling would be distinctly favouring Bombay at the expense of Calcutta, and placing an artificial restriction on the East Indian Railway traffic, thereby depriving the districts served by it of the natural advantages of their position.—I have, &c.,

W. S. TREVOR, Colonel, R.E., Secretary.

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BOMBAY CHAMBER OF COMMERCE, 1*st July*, 1882.

To the SECRETARY to GOVERNMENT, Public Works Department (Railways).

SIR,—I am requested by the Committee to thank you for your letter No. 1188, dated 8th June 1882, forwarding copy of letter from the Government of India on the subject of the rate of carriage of

wheat and other grains by the Rajputana State Railway. On the 6th June I had the pleasure to inform you that the rates from Delhi to Bombay had been reduced from annas 15-5 to annas 13-6 per maund, and expressed the satisfaction of the Chamber thereat. Since then, however, it has further come to our knowledge that the rates to Calcutta by the East Indian line have at the same time been reduced by a nearly similar amount, so that the injustice to which, in the opinion of the Chamber, the trade of this port has been subjected, is still continued practically without any alteration. This the Chamber must continue strongly to protest against.

In regard to the letter from the Government of India, I am requested by the Committee to say—

That the Chamber has never yet entered into a consideration of the question of cost of carriage by the two lines, because it has only now been put forward by the Indian Government as an important element in the case. They were content to found the case on the Resolution published by the Government of India in October last, which was to the effect that "the equalization of the rates from Delhi and Agra to the ports of Bombay and Calcutta was to form the basis of charges for all through traffic between these two places;" and though it was reported that an unpublished Resolution had modified this, still some months afterwards Lord Hartington stated that the increases in the rates to Bombay were "not to check the traffic, but merely to put the competing traffic on a fair and equal footing," and the Chamber has been asking if this is a "fair and equal footing," to charge 25 per cent. more for carriage for 7 per cent. less distance, or, in other words, to weight or penalize the Bombay route by an exrta average charge per mile of 32 per cent.

In the letter under reply the Committee presume that an answer is supposed to be given to this question, but the Committee respectfully submit that it is a very incomplete, insufficient, and, the Committee believe, an erroneous one. What the Government of India have to show is that the actual cost of transporting a ton of grain from Delhi to Bombay per Rajputana Railway route is about 32 per cent. per mile greater than it is to do the same thing per East Indian line from Delhi to Calcutta. To do this they put forward the following statements, viz., 1st, that the cost of fuel on the Rajputana line is greater, and, 2nd, that the gradients on the Rajputana line are steeper and more difficult. Now, even if we grant that the fuel question and gradient question include everything required to be considered in the case, it will not be difficult to show that they are very far from proving all that the Government requires.

The Committee think it is pretty clear that when the Government of India give the cost of coal per 1,000 ton miles it may be fairly taken as including both the disadvantages which the Bombay route is said to labour under. It gives the whole of the extra cost of fuel, and also gives the main part, at least, of the disadvantage of heavy gradients, because this disadvantage is principally felt in the increased expenditure of fuel and haulage. For the three lines the statement given by Government is as follows :—

| | | |
|---|---|---|
| Per East Indian Line..... | 0·305 per 1,000 ton miles. | |
| „ B. Baroda „ ..... | 1·116 | do. |
| „ Rajputana „ ..... | 2·336 | do. |

In other words, taking into account the relative distances, to draw

1 ton of goods from Delhi to Calcutta (954 miles) would cost 0·29 of a rupee ; while to draw it 886 miles to Bombay would cost 1·68 of a rupee ; say 576 miles per Rajputana 1·34 of a rupee at rate given above, and 310 miles per B. B. and C. I. Railway ·34 of a rupee, which gives, in the total, a balance of Rs. 1-6-3 in favour of Calcutta. But the extra charge at present made is Rs. 4-9, so that even granting that all the Government figures are correct, it still leaves a balance of about Rs. 3-2·9 per ton as quite unaccounted for in the through rate to Bombay.

In this comparison the Committee take the old rates for the two routes, because they have no exact return of what is the new charge to Calcutta. If the relative rate to Bombay is now more favourable, it is only to a very small extent, and does not materially affect the arguments put forward.

Government apparently leave out of account entirely the much smaller outlay on Capital account per mile of Rajputana Railway, which, however, is a most important element in the statement of the case. The East Indian line cost Rs. 2,19,643 per mile, and was taken over by the Government at 25 per cent. premium on the shares, so that the cost to the country should now be Rs. 2,74,553, while that of the Rajputana line is only Rs. 69,585 per mile. In other words, for every mile of rail the East Indian have to earn interest on two lakhs of rupees more than has to be earned by the Rajputana.

It seems an indisputable general rule that if two Government lines are competing for traffic from the same place, the charge per mile ought to be the same on both, and any deviation from this principle ought to be supported by figures which are both exhaustive and conclusive. The one rule is a plain, straightforward one, but the other, viz., that of lowest nett cost, is one that at the best must be founded on innumerable complicated circumstances and doubtful statistics, and to apply it practically and fairly, almost an impossibility.

The Committee do not mention it as a point of argument (as it is in their contention practically included in the cost of coal consumed per 1,000 ton miles), but the statement as to the heavier gradients on the Rajputana line does not seem borne out by the returns. In the Statistics of Indian Railways up to 31st December 1880, the following returns of gradients are given :—

| | Gradients. | | |
|---|---|---|---|
| | $\frac{1}{100}$ and less. | $\frac{1}{100}$ to $\frac{1}{200}$ | $\frac{1}{200}$ to $\frac{1}{300}$ |
| East Indian Line ..... | 16·51 miles. | 93·04 miles. | 97·54 miles. |
| Rajputana Line..... | 0·54 miles. | 110·09 miles. | 46·70 miles. |

If these returns are correct, and if the Committee have not misunderstood them, the statements put forward by Government as to "hilly country" and "heavy gradients" telling against the trade of Bombay would seem to be erroneous—at least in as far as they refer to the route of the Rajputana Railway.

It is well known that the cost of haulage is greater on a narrow

than on a broad gauge line, but it has always been contended that this is largely compensated for, and if not balanced entirely, by the lower original cost of the former. To take the one without the other is plainly a one-sided and an unfair comparative statement of the case.

In a later part of the Government letter it is said that the East Indian line has been forced to carry at low rates on account of the river competition ; but the Committee think the Government is mistaken in saying that the success of that policy is due entirely, or even mainly, to cheap fuel. It is due rather, the Committee think, to the largely developed trade which the low charges have brought with them.

A large portion of the cost of carriage by rail consists of the return on fixed capital, and the repayment of fixed charges for establishment wages, rolling-stock, &c., and these fall as a percentage charge in proportion to the amount of the traffic. It is the enormous traffic per mile on the East Indian line developed by low freights that makes the cost of working its traffic relatively so low. If the East Indian line works three-fourths or seven-eighths of its full capacity at low rates and the Rajputana works one-fourth of its capacity at high rates, no comparison of nett cost of working can fairly be made between them.

It further appears to the Committee that if the principle of lowest paying charge is to be applied to goods, it ought also to be applied to coaching traffic, and in both lines the coaching traffic is an important item, being (according to the returns of December 1881) equal to about 32 per cent. of the whole ; yet in the table attached to the returns of December 1880 the charges for all grades of coaching seem quite as low, if not lower, by the Rajputana line as by the East Indian. Government do not, therefore, seem to apply the principles laid down by them to all the workings of the two lines, or rather they only apply them when the Rajputana Railway threatens to come into competition with the East Indian goods traffic.

The Committee also wish to bring respectfully to the notice of Government that even with a restricted traffic the Rajputana Railway paid last year a profit of 5¾ per cent. on the capital outlay, and that the main object of such a line is not to gain extravagant dividends for Government, but to develope and encourage the trade of the country. The Committee are convinced that if the same wise policy of low freights and large trade were applied to the management of the Rajputana Railway, the result would be as satisfactory as it has shown itself in the case of the East Indian line. A large trade at a small profit might pay the Railway as well and would certainly fulfil the purposes for which the Railway was made, much better than a small trade at a large profit.

The Committee are given to understand that the Rajputana Railway has been working hitherto with a very deficient supply of rolling-stock, and that if this want were supplied the capacity of the line would be much greater than at present. The Committee would earnestly urge that the attention of the Government should be directed to this point. This Chamber has always advocated a broad gauge line for this route, as it believed a traffic might very easily be developed that would well repay the extra outlay, but now that the narrow

gauge has been constructed, it would urge that every effort should be made to render it equal to the wants of the country.

As to para. 8 of the Government letter, the Committee do not think it falls within their province to answer it, and they content themselves with saying that they do not consider the contention or position of the Government is at all tenable. The East Indian line have reduced their through rates for grain from Delhi only, because they are competitive, and they charge a higher rate from intermediate stations because there they have a monopoly. In giving one rate for traffic that is competitive and another for traffic that is a monopoly, the B. B. & C. I. are only doing what is done by every Railway in India, and by Railways all over the world. If the Government are going to put an end to this practice, they ought to face the general question, and not attack an individual instance.

With reference to para. 9, the Committee think they have, in their previous correspondence, already shown clearly that the high charges on the Rajputana Railway have hampered and hindered the trade of Bombay with the North-West, and it is no reply to this that the Bombay trade in wheat from other districts has increased more rapidly than the trade of Calcutta has done. In this matter the Committee can assure the Government that they are not actuated by by any petty jealousy of Calcutta. They believe the great bulk of the goods traffic from the North-West is as sure ultimately to find its way to Europe via Bombay as the trade in passengers does at present. The shorter, quicker and cheaper route must in the end secure the traffic, and they believe that the artificial restrictions placed upon the trade by Government, with the view of sending it, in whole or in part, by the long and circuitous route of Calcutta, are unwise in policy and unjust in action.—I have, &c.,

DAVID WATSON, Acting Secretary.

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No. 1630 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 15*th August*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With referrence to your letter, dated 1st July last, relating to the rate for carriage of wheat and other grains between Delhi and Bombay via Rajputana, I am directed to forward copy of a letter addressed by the Government of Bombay to the Government of India, No. 1476, dated 22nd idem, on the same subject.—I have, &c.,

H. DOVETON, Major, R.E.,
For Joint Secretary to Government.

No. 1476 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 22*nd July*, 1882.

From the ACTING JOINT SECRETARY to the GOVERNMENT of BOMBAY to the SECRETARY to the GOVERNMENT of INDIA.

SIR,—In referrence to your No. 472 R.T., of the 19th May, I am directed to forward letters, marginally noted, received from the Agent, Bombay, Baroda and Central India Railway Company, and the Secretary, Bombay Chamber of Commerce.

Letter No. 4061, dated 19th June 1882, from the Agent, Bombay, Baroda, and Central India Railway.
Letter from the Secretary, Bombay Chamber of Commerce, dated 1st July 1882.

2. Before dealing with these papers, it appears to His Excellency the Governor in Council desirable to summarize the discussion which has taken place on this subject of through rates for grain from Delhi and Agra to Calcutta and Bombay.

3. The matter was first mooted in the concluding para. of my letter No. 1855, of the 23rd July, 1881, to your address. In your reply No. 1119 R.T., of the 26th September, the views of the Government of India are thus expressed: "On the third point (the equalization of rates between Delhi and Howrah and between Delhi and Bombay) the Government of India has already expressed a decided opinion, viz., that the rates between Bombay and Delhi or Agra, via Ahmedabad, shall be the same, as nearly as practicable, as the charges between Howrah and Delhi or Agra prior to the through opening of the Rajputana Railway."

Further on the letter points out that the Government of India has "laid down the important principle that after the 1st July 1881, if that line (the Rajputana) was sufficiently stocked, the through rates for the conveyance of minerals, mineral substances and agricultural produce between Agra and Delhi and Bombay should be reduced so as to equal similar charges on the East Indian Railway between Agra or Delhi and Calcutta. It was never intended that the equalization of rates to the two ports was to be restricted to these articles; they were selected as the goods which are carried in bulk, and which ordinarily form the largest staples of traffic over Indian Railways. But in order that there may be no doubt on the subject, His Excellency the Governor General in Council is pleased to rule that the principle of equalization of rates from Delhi and Agra to the ports of Calcutta and Bombay must form the basis of all charges in the through rates of all traffic between those several places."

4. These views were entirely acceptable to His Excellency the Governor in Council, and steps were taken to carry them into practice.

5. But in your No. 1192 R.T., of the 19th October, the Government of India modified these views considerably in the following words:—

"The intention of the Government of India is not to order an absolute equalization of rates from Delhi and Agra to Calcutta

and Bombay under all circumstances, based only on the mileage distance, but, on the principle enunciated in para. 8 of that letter, (No. 1119 R.T.,) on mileage tempered with the proper commercial principle of an even return on the capital expended."

Para. 8 of No. 1119 R.T. runs thus :—

"For the general welfare of the country it is immaterial whether its surplus produce finds an outlet via Calcutta, Bombay, Karachi, or other port, provided that the course of trade is unfettered by artificial obstacles. The lines of railway which the State has become instrumental in providing have been constructed for the purpose of carrying goods as well as passengers at the lowest rates consistent with yielding a fair and reasonable return on the capital laid out. As trade increases those rates will decrease, but the ultimate limit of legitimate competition between the various lines, must be regulated by their capabilities of making an equally fair profit from the traffic they carry."

The precise meaning of the words "equally fair profit" is not very evident, but read by the light of your letter No. 1192 R.T., His Excellency understands them as equivalent to "even return on the capital expended," that is, equal return.

6. The introduction of this "proper commercial principle of an even return on the capital expended" opens, in the opinion of this Government, a large field for conjecture and error. Indeed, this is almost admitted in your letter No. 1192 R.T., where you observe that it is "almost impossible to fix rates, on theoretical principles, which shall be absolutely fair to both railways." His Excellency in Council considers that it is not "almost impossible" but quite impossible to do this, and therefore that the proper plan is to fix rates on practical principles. The principle of equal mileage rates is simple, intelligible and easily applied, in short, practical; but any attempt to fix rates with the object of ensuring an equal return upon the capital invested will assuredly lead to endless dispute and will fail to give satisfaction to trade.

7. I am to remark that on this question of a through grain rate from Delhi to the sea, Government is dealing with the traffic of one station, or at most two (Delhi and Agra) and with the traffic in one article. It is not possible to fix the capital amount upon which the wheat traffic of Delhi is to give an even return. Further, though it is easy to arrive at the approximate average cost of carrying one unit of weight one unit of distance, it is universally allowed that to apply figures so obtained to particular instances leads to false conclusions.

8. Passing now to a consideration of the rates actually levied and of their effect on trade, it appears that the special rate of 12 annas a maund for grain from Delhi to Bombay, which was in force in September and October 1881, had a very decided influence in developing traffic. The wheat trade from the Rajputana line to Bombay shows the following figures :—

| | | |
|---|---|---|
| July | 1881 | 480 tons. |
| August | ,, | 402 ,, |
| September | ,, | 7,594 ,, |
| October | ,, | 12,521 ,, |

The returns, however, do not state how much of this originated at Delhi.

From Delhi to Calcutta the traffic was—

| | | |
|---|---|---|
| July | 108 | tons. |
| August | 3,673 | ,, |
| September | 5,249 | ,, |
| October | 2,290 | ,, |

the rate being Rs. 66 per 100 maunds, or 10½ annas a maund.

It is clear, therefore, that notwithstanding a differential rate of 1½ annas a maund in favour of Calcutta, the flow of the trade was towards Bombay.

9. On the 1st November, the Government of India, acting through the Manager of the Rajputana Railway, raised the rate for wheat to 10 annas a maund from Delhi to Sabarmati, making the through rate to Bombay 15 annas 5 pies—an increase of 28 per cent.—the rate to Calcutta being fixed at 12 annas 8 pies. The premium to Calcutta being thus enhanced from 1½ to 2¾ annas. The effect upon the trade to Bombay was immediate, the weight carried in November fell to 6,148 tons, and in December to 2,352. To Calcutta the weights were 659 tons in November, and 2,537 in December. It has been suggested that this decline was due, not to the increase of rates, but to the exhaustion of stocks. This must be received with caution. It is at least remarkable that the stocks should have come to an end at the very time the rates were raised.

10. But whatever may be the facts as regards the exports from Delhi as a whole, the result of nearly doubling the difference in favour of Calcutta appears to have been very decided. In October the Bombay trade was about five times the Calcutta trade ; in December the Calcutta trade exceeded that of Bombay. Figures for months subsequent to December are not available.

11. The Chamber of Commerce on the 19th November remonstrated against the changes made. Their letter was forwarded to you with my No. 3015, of the 3rd December. At the close of December, the opinion of the Board of Directors of the Bombay, Baroda and Central India Railway Company reached India ; it is thus expressed : "The principle now laid down by the Government of India, that an even return on the capital expended on each route should be arrived at, is one that in the Board's opinion will be very difficult to observe, and has hitherto, as far as experience in this and other countries indicates, not been possible of attainment." Again in February last the Chamber of Commerce made a further representation of their views in their letter of the 4th February, sent to you with my No. 374 of the 24th idem, and again, under date the 12th April, they recurred to the subject, this letter also being sent to the Government of India under cover of No. 846 of the 25th April.

12. The answer of the Government of India to these communications is contained in your No. 472 R.T. of the 19th May, to which I am now replying.

Two points, which are to some extent distinct, are treated in this letter ; (1) the rates between Delhi and the ports ; (2) the division of the Bombay rate between the Rajputana and Baroda Railways.

His Excellency the Governor in Council notices with satisfaction

that on the first and more important question the Government of India have conceded, to a large extent, the principles for which he would contend: but His Excellency regrets that they have not returned fully to the position taken up in your letter No. 1119 R.T. of the 26th September last.

13. The axiom that in fixing rates the cost of carriage cannot be neglected, is fully accepted by this Government. The cost of carriage is one of the limits within which rates may vary, the tax which the trade will bear being the other. As the principal item in this cost of carriage, you mention coal; and you show that this is far more expensive on the Bombay than on the Calcutta route. The Chamber of Commerce examines this matter in some detail, and though their figures are full of clerical errors, the broad result obtained is true, viz., that the difference in cost of fuel does not warrant the present differential rates in favour of Calcutta. It is evident that but a small proportion of the rate is absorbed by coal. The existing rates are—

| | Annas. |
|---|---|
| Delhi to Bombay ... ... ... ... ... | 13·5 |
| Delhi to Calcutta ... ... ... ... .. | 11·2 |
| Difference... | 2·3 |

The figures given by you show that the expenditure on coal is for one maund carried :—

| | Annas. |
|---|---|
| Delhi to Bombay .. ... ... ... ... | ·972 |
| Delhi to Calcutta ... ... ... ... ... | ·166 |
| Difference... | ·806 |

In respect to gradients I am to say that the effect of adverse gradients is chiefly felt in the consumption of fuel, and that the grades on two lines are not necessarily a true index to the comparative cost of working. Grades not infrequently nullify one another.

The Chamber of Commerce has fallen into error on this matter. They have not had the latest figures at their disposal, nor have they borne in mind that the Delhi-Calcutta traffic does not pass over the severe grades of the Allahabad-Jabalpur section of the East Indian Railway.

14. In para. 6 you say that the "Rajputana line cannot afford to carry at as low a rate as the East Indian, and that to keep up the charges on the latter to an equality with these on the former would be manifestly unjust to the country served by the East Indian." Letting the assertion as to the Rajputana line pass, I am to remark that no one here has ever urged that the East Indian rate should be 'kept up.' The object of Bombay is to have the Rajputana rate reduced, and the East Indian rate will certainly follow. The effect of the opening of the Rajputana line has not been in any way to 'keep up' the rates of the East Indian. The rate on the East Indian line, before the Rajputana line was opened, was, it is believed, Rs. 78 for 100 maunds; it was reduced in September and October 1881 to Rs. 66, and it is now Rs. 70. The contention of the Bombay community is, that as the Government of India absolutely controls the East Indian Railway and the Rajputana line, it should, in order to enable Delhi wheat to compete at the ports, with that grown much nearer, fix, as the rate, the lowest figure that will give a fair return on the cost of carriage. This rate, it would seem, should be deter-

mined for the Rajputana route, but should be made applicable to both routes—that is, in effect, the position of the Chamber of Commerce.

15. The Agent of the Bombay, Baroda, and Central India Railway Company is, however, willing that the East Indian rate should be fixed at one anna per maund below the Bombay rate. This difference would, approximately, equalize the cost of coal.

16. I am to say that His Excellency in Council must continue to support the principle of equal mileage rates which has the great merit of simplicity, and will keep the subject free of the constantly recurring discussions which must be the result of theorizing. In every country with which His Excellency in Council is acquainted, inferior lines have in competition to carry at equal rates with superior ones. But if the Government of India are unable to concur, His Excellency the Governor in Council recommends that a minimum rate should be fixed for the Bombay route without reference to the East Indian charge. If this minimum rate is such that it will enable the Delhi wheat to compete, in the Bombay market, with that grown in Gujarat and the country served by the Great Indian Peninsula Railway, a large proportion of it will certainly find its way to Bombay, no matter what the charge from Delhi to Calcutta may be.

17. I have now to refer to the second subject of your letter under reply, viz., the division of the through rate between the Rajputana and the Bombay, Baroda and Central India Railways. The views of the Government of India regarding it are set forth in para. 8.

This point is but slightly noticed by the Chamber; it does not affect them so closely as the general question; but it is noteworthy that they do not consider the position of the Government of India tenable. The Agent of the Bombay, Baroda and Central India Railway Company strongly objects, and in the opinion of the Government of Bombay he is right in so doing.

18. The Agent, in accepting 4 annas 6 pies (the present rate) as the Company's share of the grain rate from Delhi, has no doubt accepted a very low rate indeed, his object being to create a traffic in wheat between Delhi and Bombay which, if it grows to any size, will, by its magnitude, compensate for the low charge. But to insist that the Company shall reduce to the above figure the existing rate from Ahmedabad for all grain traffic from the Rajputana line would, it appears to His Excellency in Council, be a very strong measure, and one not required by the circumstances; and I am to say that this Government does not feel able to give the assurance asked for by the Government of India—in fact, as the Agent declines to give it, the Government is powerless to do so. The Agent is willing that from no station on the Rajputana line shall the *through* rate to Bombay exceed the through rate from Delhi, the necessary reduction being shared by the two lines in proportion to the local rates,—a fair and even liberal proposition.

19. The logical effect of the proposal of the Government of India would be the abolition of all special reduced through rates, and this His Excellency in Council would deprecate as opposed to well-established railway practice, and to the development of special and profitable traffic.—I have, &c.,

J. BONUS, Colonel, R.E.,
Acting Joint Secretary to Government.

No. 182 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *2nd September*, 1882.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I have now the honour to thank you for your letter of the 15th August, covering copy of letter to the Government of India No. 1476 of 1882, dated 22nd July last, on the subject of the grain rates per the Rajputana State Railway.

The Committee desire me in reply to thank His Excellency the Governor in Council for the very powerful support which he has given to the views advocated by the Chamber, and they wait most anxiously to hear what has been the result of his representations. In conveying to His Excellency in Council their thanks and satisfaction for the course he has taken in regard to this matter, the Committee are confident that they are only expressing the sentiments and opinions of the whole mercantile community of Bombay.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 1814 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *11th September*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 2nd instant on the subject of the correspondence with the Government of India in regard to grain rates between Bombay and North West.—I have, &c.,

J. BONUS, Colonel, R.E.,
Acting Joint Secretary to Government.

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No. 206 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *14th October*, 1882.

To the ACTING JOINT SECRETARY to GOVERNMENT, Public Works Department (Railways).

SIR,—With reference to correspondence ending with your letter No. 1814 of 1882, on the subject of the rate of carriage of wheat and other grains by the Rajputana Railway, I am desired by the Committee of this Chamber to enquire if any reply has as yet been received from the Government of India.

There are special reasons which at present make a favourable settlement of this question highly desirable. The monsoon is now over,

and the grain store pits are again open. Very low freights are available to Europe, and everything points to the revival of an extensive trade in wheat if the Railway can only be induced to co-operate in its encouragement.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 2055 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 20*th October*, 1882.

To the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—In reply to your letter of the 14th instant, I am directed to state that the Government of India have not yet replied to the letter from this Government on the subject of grain rates between Bombay and the North West.

A copy of your letter has been sent to the Government of India.—I have, &c.,

J. BONUS, Colonel, R.E.,
Acting Joint Secretary to Government.

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## LETTER ADDRESSED BY THE CHAMBER TO COMMERCIAL REPRESENTATIVE BODIES, MEMBERS OF PARLIAMENT, AND OTHERS, WITH COPY OF THE CORRESPONDENCE.

BOMBAY CHAMBER OF COMMERCE, 3*rd November*, 1882.

DEAR SIR,—I have the honour to forward, for your information, copies of a correspondence which has taken place between this Chamber and the Government of Bombay on the subject of the high rates of freight charged by the Rajputana State Railway for the carriage of grain and seeds from Delhi and other parts of the North-West Provinces to this port. Also a letter from the Government of India to the Bombay Government, dated 19th May last, on the same subject, with the reply of the Bombay Government to the same dated 22nd July. We especially call your attention to these two letters, and also to the letter of this Chamber dated 1st July. You will observe from these that the Chamber complains that not only are these rates so high compared to the corresponding charge from Delhi to Calcutta ; that the advantages of the short and cheap transit to England from this port are entirely neutralized, but the charges themselves are of such a heavy nature, as almost entirely to put a stop to the trade. When this line of Railway was opened up between Bombay and the rich districts of the North-West Provinces, great expectations were entertained of the increase that might be expected in the trade between them and the markets of Europe. The Chamber,

however, much regrets to say that what seems to them a short-sighted policy on the part of the Indian Government, has caused these expectations entirely to fail. The Chamber do not recapitulate here the arguments which they have adduced in favour of a more liberal and far-sighted policy on the part of the Indian Government. These are all set out in comparatively limited compass in the letters herewith sent you ; and their object in now communicating with you is to solicit your support and co-operation in getting the matter brought prominently to the notice of the Secretary of State for India, or, if necessary, having it brought before Parliament. It is a subject well worthy of the attention of all commercial representative bodies and members of Parliament, especially of those connected with the shipping and manufacturing interests that trade to the East. Our wheat trade promises, with due encouragement, to become a great and important one ; and it is one that in comparison with its value gives employment to a large number of English steamers. But considering the great distance at which our producing countries lie from the centres of consumption in Europe, the trade can only be kept up if every encouragement is given to it in the shape of cheap carriage to the seaboard. The Chamber would point out, especially to those connected with Lancashire and manufacturing interests at home whose products find an outlet in this country, that they should not rest satisfied with the abolition of import Duty, as the consumption of their manufactures must depend very much upon the Indian producer finding in return an extended market for his products inthe consuming centres of Europe. This Chamber was glad to seet hat the subject of the high rates was brought to the attention of the Marquis of Hartington when he visited Lancashire in the early part of the year ; and they would specially call your attention to the Chamber's remarks upon his reply contained in their letter of the 12th April.

You will observe this correspondence began on the 12th November of last year, our last communication of importance was made on the 1st July, and this remonstrance was forwarded by the Government of Bombay to the Government of India with a strong letter in support of the position taken up by the Chamber on the 25th of the same month. The question, however, is still unsettled ; and it may be weeks or months before we get even a reply. In the meantime high, nearly prohibitive, rates are still charged, and consequently though this is the shipping season, almost no wheat is being received from the districts referred to.

It is under these circumstances, therefore, that the Chamber appeal to you for your powerful support in endeavouring to get a satisfactory settlement of a question which so intimately concerns the industrial progress of the country.—I remain, &c.,

W. M. MACAULAY, Chairman.
DAVID WATSON, Acting Secretary.

# APPENDIX C.

## RATES FOR CARRIAGE OF GRAIN AND SEEDS BY THE G. I. P. RAILWAY.

No. 143 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *9th June*, 1882.

G. A. BARNETT, Esq., Agent of the G. I. P. Railway Company, Bombay.

SIR,—I am requested by the Committee of the Chamber again to address you on the subject of rates charged by your Railway Company for the carriage of seeds and wheat, but especially for the latter. It must be well within your recollection that when your rates were put up last year the Chamber strongly protested against it, as a course which though no doubt likely to bring an immediate increased revenue into the pockets of the Railway Company, would in the end tell on the interests of all concerned, by the severe discouragement which it would undoubtedly give to the extended cultivation of such grains for export. The remonstrances of the Chamber addressed both to your Company and the Government were unfortunately without effect, and no doubt for a time, at least, in the opinion of many people the policy of the Company would seem to be justified by results. Encouraged by low freights both by rail and water, and an increased demand for, and appreciation of, their wheat in Europe, and aided by the abundant yield of their harvests, the cultivators of this country had last season prepared an enormous crop for shipment. Large quantities of it were sold in advance in this market and in Europe. Almost the whole of it, however, had to go down to the sea by your line as its only means of exit ; and it was at this time—and with the knowledge of the large supplies in the country that must be shipped —that your Company came out with advanced freightage. The wheat no doubt had to come forward, and probably for the time would have been obliged to do so, even at higher rates than those imposed upon it. In April, May, and June the receipts were consequently about 11,00,000 cwts. per month. In July, however, contracts having run out, the falling off was striking, and they came down at once to 500,000 cwts. In that month, however, a great change came over the wheat market at home. Bad weather seriously destroyed the European harvest, and especially the English. The American crop was also short. Great speculation sprang up in it, both in Europe and America, and prices advanced very much. Under these influences of course the demand for Indian wheat revived ; high prices could be given and high freights paid; so immediately it began to stream in again by your line, and the receipts from August 1881, till the end of January 1882, averaged about 1,000,000 cwts. or 50,000 tons each month.

The circumstances of the market, however, are this season very different. Prices since the end of the year have fallen very materially,

Accounts of the harvest in both Europe and America are very favourable, and the Indian cultivator requires every assistance given him, if he is to maintain the competition in the home markets; and if the trade in grains from this country is to be steady and continuous. Freights have lately fallen here to a very low point, and this no doubt has for the time given an impetus to the trade and enabled it to be continued. But this is a state of matters that can only be temporary as steam shipowners will refuse to send their ships eastward unless they get at least about 10s. per ton higher rates than are now ruling. Indeed though at present wheat can be shipped to England at 22s. 6d. to 25s. per ton, owing to a temporary glut of tonnage in the port, engagements for forward shipment cannot be made under at least 32s. 6d. to 35s.

It is undoubtedly the interest of the Railway Company to encourage and foster the trade in Indian wheat to Europe, and the Committee believe that by now reducing their charges to the rates current before May 1881, they would only be following a course that would be to their own ultimate profit. The conditions of the Indian wheat trade were last season in many respects quite exceptional, they cannot be expected to be equally favourable in the future, and to give relief to the trade now before it has lost its hold on the markets of Europe will, the Chamber are convinced, be a wiser policy for all concerned than to wait till it is crippled or destroyed and then attempt to revive it.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 160 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 12*th July*, 1882.

G. A. BARNETT, Esq., Agent of the G. I. P. Railway Company, Bombay.

SIR,—Referring to my letter No. 143, dated 9th June last, in which, at the desire of the Committee, I pressed upon your attention the subject of the reduction of the rates for the carriage of grains by your Railway, they desire me further to draw your special attention to two circumstances, which they think well worty of your notice.

1st. The East Indian Railway has advertised a general reduction of rates for the carriage of grains from all stations on their line, such reduction to take effect from the 15th instant. In doing this it is evident that the managers of that Railway recognise the truth of all that the Committee pointed out to you in their last letter as to the circumstances of the Indian wheat trade, and are fully aware that it can only hold its own in the markets of Europe if great facilities are given to it in the way of cheap carriage.

2nd. They beg to point out to you the great and startling falling off which is now showing itself in the quantity of wheat brought in by your Railway. For June the total receipts have fallen away to 349,008 cwt. as against 1,111,825, in the June of last year,—and up to 10th July the daily returns show that this shrinkage is still going on. The receipts for these ten days are only 55,729 cwt., or at the rate of

about 5,500 cwt. per day, and if this rate is kept up, they will dwindle down to 150,000 cwt. for the whole month which really means the practical extinction of the trade.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 191 OF 1882.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

BOMBAY, *2nd August*, 1882.

MY DEAR MR. WATSON,—With reference to your two official letters, dated June 9th and July 12th, regarding the rates for grain charged on this Railway, it has occurred to me that the absence of an official reply might, to those unacquainted with the facts, bear the appearance of a discourtesy to the Committee.

To avoid any such appearance, I would desire to record that I considered it understood at our meeting I would refer the Committee's letter to the Board of Directors for their instructions, but that I was unable on the arguments advanced by Mr. Forrest to endorse his opinion that a monsoon reduction of rates would result in a large increase of export business, for, from information I had then received, which has been confirmed by subsequent enquiries made by Mr. Conder from large native grain merchants, it does not appear that the great reduction in the volume of our returns pointed out by you has been in the least degree brought about by the existing Railway rates.

The early heavy rains, which rendered communication with up-country stations difficult, if not impracticable,—possible difficulties arising out of the political situation in Egypt,—the probability of Government taking up all the available steam tonnage,—the hope of better markets shortly, and the bazaar rumours, at one time very prevalent, of a probable scarcity in the next season's produce—have each contributed their measure, and much grain that under more favourable conditions might have been available for export has no doubt been stored, but I have been unable to find any evidence outside axioms as to the advantage of low rates, that the rates for Railway carriage have had any deterrent influence on the trade.

It is easy of course to draw unfavourable comparisons with other Railways working under different conditions, but a reference to the Government analytical returns of railway working for the year 1881 (the latest published) will, I think, show to the Committee that, at the present rates, the grain traffic does not pay its share of the guarantee.

I have written this to set myself right with the Committee, but if anything further is thought necessary pending the Board's reply to your communication, kindly let me know it.—Yours faithfully,

G. A. BARNETT.

# APPENDIX D.

## PROPOSED LINE OF RAILWAY FROM GODRA TO RUTLAM AND FROM RUTLAM TO GWALIOR.

No. 197 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 1*st September*, 1881.

To the SECRETARY to GOVERNMENT, Public Works Department (Railways).

SIR,—I am directed by the Committee of the Chamber of Commerce to submit, for the consideration of His Excellency the Governor in Council, the great benefit which would accrue to the trade of Western India from the construction of a light broad gauge line of Railway from Godra to Rutlam and from Rutlam to Gwalior. This line would probably require no considerable engineering work, and, being constructed with the newest appliances, and when the prices of steel and iron are low, would be completed at a comparatively small cost. On the other hand, the local traffic would be considerable, and if a branch line were made to Cawnpore to connect the East Indian Railway, and the water navigation system of Upper India with the part of Bombay, the distance between the valley of the Ganges and Bombay would be 100 miles shorter than it is by either of the alternative lines now open, and the through traffic would, therefore, it is believed, be of great magnitude.

As it is probable that the construction of this line would be undertaken by private enterprise and if the results of the surveys were favourable if a concession were obtained from the Secretary of State on terms similar to those granted to the Bengal Central Railway Company, the Committee of the Chamber desire to urge upon His Excellency the expediency of ordering surveys for this line of railway to be made at an early date.—I have, &c.,

J. GORDON, Secretary.

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No. 2259 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 10*th September*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 1st September, suggesting the construction of a light broad gauge Railway from Godra in the Panch Mahals to Gwalior by private agency, and to inform you that as the proposed line would be almost entirely beyond the Bombay Presidency, your letter has been referred to the Government of India for instructions.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Consulting Engineer for Railways.

No. 3222 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 31*st December*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2259, dated 10th September last, I am directed to forward, for the information of the Chamber, copy of a letter from the Government of India, No. 944 R.C., dated 19th ultimo, regarding the proposal to construct a line of Railway from Godra to Cawnpore via Rutlam and Gwalior.—I have, &c.,

T. DOWDEN, Major, R.E.,
For Joint Secretary to Government.

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No. 944 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

FORT WILLIAM, 19*th December*, 1881.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 2258, of 10th September 1881, submitting, for consideration and orders, copies of correspondence from the Agent, B. B. & C. I. Railway, and the Bombay Chamber of Commerce regarding a proposed line of Railway from Godra in the Panch Mahals to Cawnpore via Rutlam and Gwalior.

2. In forwarding this correspondence, together with a memorandum by the Consulting Engineer to the Government of Bombay, His Excellency the Governor of Bombay in Council considers the proposal as regards the extension from Rutlam to be not one to be accepted, but recommends a survey being made between Godra and that place.

3. In reply, I am directed to state that the entire project as put forward in Mr. Mathew's prospectus is not one, as anticipated by the Government of Bombay, that His Excellency the Governor General in Council could at present entertain. The country beyond Rutlam is wild and very sparely populated, and a line through that must cross several rivers of considerable magnitude, and would be both circuitous and expensive, while the obligatory points, Rutlam, Gwalior, Cawnpore, and Lucknow, are already well provided with railway accommodation.

4. As regards the object put forward in this prospectus, which is apparently to connect Cawnpore more directly with Bombay, I am directed to point out that there are no less than four alternative

methods by which such a connection could be made at less cost than by the route suggested by Mr. Mathew of about 880 miles; these are—

(1) Via Khundwah, Ujain and Gwalior, 880 miles.
(2) Via Itarsi, Bhopal, Jhansi and Gwalior, 880 miles.
(3) Via Itarsi, Bhopal, Jhansi and Calpi, 830 miles.
(4) Via Itarsi, Bhopal, Tehree and Mhow, Ranipur, 815 miles.

As against the present route via Allahabad and Jubbulpore of 965 miles; while to complete the connection there would approximately have to be constructed.

Mr. Mathew's scheme—578 miles.
(1) 405 „
(2) 354 „
(3) 304 „
(4) 288 „

The last would not only be the shortest and easiest, but it would act as a protection to Bundelkhund. If, therefore, any additional opening up of a line from Cawnpur, to reduce the distance to Bombay were necessary, it would not, in the opinion of Government, be by the route proposed by Mr. Mathew.

5. But His Excellency the Governor General in Council is of opinion, as at present advised, that considering the routes now in existence to Bombay and Calcutta, and the fact that the latter part will shortly, owing to the bridge sanctioned across the Hooghly, have increased facilities for shipping produce direct into vessels lying at Diamond Harbour, whereby the dangers and inconveniences of this navigation will be removed, Government would not, in the face of the great necessity which exists for completing a series of protective lines to insure the country from the chances of famine, be justified in offering any assistance for the proposed line.

6. With regard to the junction between Rutlam and Godra, the survey of which is recommended by the Government of Bombay, the case is different; this is doubtless from a desire to open up communication between Malwa and Kathiawar in a more direct manner than at present exists, and this link might be expected, therefore, to command a good deal of traffic, but, before passing final orders regarding this survey the opinion of the Governor General's Agent, Central India, will be called for, and a further communication made to His Excellency in council.—I have, &c.,

ALEX. FRASER, Major-General, R.E., Secretary.

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No 87 of 1882.

Bombay Chamber of Commerce, 19*th April*, 1882.

To the Secretary to Government, Public Works Department (Railways).

Sir,—I have to thank you for your letter No. 3222, dated 31st December 1881, enclosing Resolution by the Government of India on the subject of the proposed Railway extension from Godra to Rutlam and from Rutlam to Gwalior and Cawnpore and Agra. The

Committee desire me to say that they only at present express their regret that the survey at least of all this line did not meet with the favourable consideration of the Government of India. Nor apparently was the proposal supported by the Governor in Council. Their present object, however, is not to examine the reasons given by the Government of India for rejecting this particular route but rather to find out whether or not any proposal for shortening and cheapening the railway communication between this port and Cawnpore and Agra is likely to meet with the approval and support of His Excellency in Council. There is a great and growing desire on the part of the whole mercantile community of Bombay for more direct and cheaper communication with these extensive and wealthy districts by means of continuous broad gauge line, and the opinion is strongly held that not only would such a line develop the resources of the country and lead to a large increase in the trade of Bombay, but it would also be in itself commercially a success and give an ample return on the capital invested. Holding these views the Committee do not think the improvement of Diamond Harbour or the prevention of famines in Bundlekhund sufficient reasons to stop them from pressing the matter upon the attention of Government or the public. They are most anxious, however, in this matter to carry with them the influence and support of His Excellency in Council, so that, provided His Excellency can go with them on the general question, and seeing that the line via Rutlam and Gwalior has not his approval and support, the Chamber would be glad to know whether this can be given to any other line which, in his opinion, offers greater advantages.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 1083 of 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 23*rd May*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to G. R. No. 3222 of the 31st December last, I am directed to inform you that the Government of India have intimated that, after a careful review of the facts and circumstances, they have finally decided not to sanction the prosecution of the survey for a line of Railway between Godra and Rutlam.—I have, &c.,

J. BONUS, Colonel, R.E.,
Acting Joint Secretary to Government.

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# APPENDIX *Da.*

## PROPOSED LINE OF RAILWAY FROM ITARSI, VIA BHOPAL, TO GWALIOR AND CAWNPORE.

No. 415 OF 1881.

WHITE LION COURT, CORNHILL, LONDON, *25th Nov.*, 1881.

JOHN GORDON, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—I beg to enclose copy of a letter addressed by the Great Indian Peninsula Railway Company, of which I am a Director, to the Secretary of State for India, and I venture to hope that your Chamber will afford its cordial support to the projected extensions which will connect the G. I. P. Railway system with the East Indian at Agra and Cawnpore by continuous broad-gauge lines, of which one section, Agra to Gwalior, is open, and another, Itarsi to Bhopal, is under construction.

One cannot look at the Map of India without realizing how important a part in the development of trade with the North-West Provinces Bombay may aspire to play. That produce destined for Europe should be carried, even at the low rates of the East Indian Railway, 700 to 800 miles eastward to Calcutta, is an anomaly which can scarcely long survive the exigencies of competitive trade. A like remark is applicable to the conveyance of European manufactures to the North West Provinces. In the interests of Bombay, as well as in those of the G. I. P. Railway Company, the projected extensions of the latter are of obvious importance.

These extensions equally merit the designation of "Productive," "Protective," and "Provincial" works, such as are being undertaken by the Government of India, and might well claim some share in the Rs. 2,50,00,000, which Government appropriate in their annual Budget to such works. Towards this appropriation Rs. 75,00,000 is taken from the "Famine Insurance Fund" (Rs. 1,50,00,000 per annum). It would appear, however, that the extensions now proposed by the G. I. P. Railway Company are relegated to the category of works considered premature.

The enormous development which the export of grain is assuming under the influence of a low cost of freight by steam vessels—aided no doubt by a low level of exchange—may excite misgivings in some minds as to the consequences of the removal from the country of the surplus grain which for ages was wont to be stored in pits and formed a reserve for years of dearth. The export so far has, indeed, been confined to wheat, but trial shipments of other Indian food-grains

have recently been made to Europe, and it is not unlikely that some of them will here find a market.

In view of these facts and possibilities the necessity of opening up railway communications so that the wants of one part of the country may be met from the superabundance of another part cannot, I conceive, be too strongly urged, and the saving in time and money which would be effected by shortening the distance from Agra and Cawnpore to Southern India by 272 and 116 miles, respectively, will be appreciated by your Chamber. Not only so, but the serious inconvenience to trade during the famine period of 1877, occasioned by the absorption of the rolling-stock of the railways in the conveyance of food-grain, would be to a great extent mitigated on the recurrence of such a calamity. It will be in the memory of your Chamber that the diversion of a large amount of the rolling-stock of the E. I. Railway caused a block of produce other than grain at many important points, and it was freely alleged by that Company that the interruption of their ordinary traffic within their own system had not been compensated by any gain from the abnormal famine traffic to a foreign line from which their wagons returned empty. In 1877 the E. I. sent to the G. I. P. over 200,000 tons of food-grain. In six months ending 30th June this year the quantity was only 9,000 tons, while the G. I. P. sent to the E. I. 12,500 tons. So abnormal was the traffic of 1877.

The sanction of the Secretary of State to the G. I. P. Railway Company's proposals would involve, as shown in para. 5 of Mr. Watt's letter, an outlay of only £240,000 spread over four years, less than 1-40th part of the £10,000,000 assumed to be appropriated by the Government of India during that period to railway works. At this insignificant tax on the revenues of India does the Company propose to construct 385 miles of broad-gauge line, and so complete at once a link which must sooner or later be supplied.

The capabilities of the districts served by the G. I. P. Railway to supply exportable produce have this year exceeded the anticipations of the most experienced merchants in the trade, and not less striking results may be confidently expected of that portion of Central India which the railway extensions proposed by the G. I. P. Railway Company will open up.

I trust that what I have here said, added to the arguments set forth in Mr. Watt's letter to the Secretary of State, will induce your Chamber to take up their scheme with interest and to use its influence with the Government of India in its favour.—I am, &c.,

A. H. CAMPBELL.

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No. 143 of 1881.

The Great Indian Peninsula Railway Company,
Offices: 3, New Broad Street, E.C.,
London, 21*st November*, 1881.

The Under-Secretary of State for India, India Office, S.W.

Sir,—I am directed to acknowledge the receipt of your letter, dated the 27th ultimo, intimating that the Secretary of State for India in Council considers the proposals recently submitted for the

extension of this Company's system in the direction of Gwalior and Cawnpore premature, and is not prepared to sanction any arrangement which would involve the guarantee of interest, or the grant of pecuniary assistance from the State in any shape.

2. The Board readily admit that in the face of the many projects, now under the consideration of Government, it would be unreasonable to expect that exceptional favour should be shown to the particular one in which they happen to be interested. Being, however, strongly of opinion that the extensions in question are essential to furthering the prosperity of the Main Line, the Board desire me to again address you on the subject, and to respectfully express their hope that his Lordship will, for the reasons which I am to give, and which were perhaps not advanced in my first communication with adequate cogency, be induced to re-consider the decision referred to.

3. The merits of this project and the direct financial benefit it will confer on the State by augmenting the traffic of the Main Line will be subsequently referred to. But the first and chief point to which I am to invite special attention is the unprecedentedly small cost at which this valuable and extensive addition to the railway system of India can be effected by the combined action of the Government and the Company.

4. The financial basis on which the Board would be prepared to recommend their Shareholders to undertake these extensions is this :— The total distance, comprising a line from Bhopal to Jhansi, and carried on from thence to Gwalior in one direction, and to Cawnpore in another, is 385 miles. It is believed that these lines can be constructed for a sum not exceeding £9,000 per mile, or at a total capital outlay of about three-and-a-half millions sterling ; and there can be little doubt that the requisite money can be obtained on Debentures of the Company, bearing interest *at four per cent.* Assuming this expenditure to be spread over a period of four years, at the rate shown in the margin, the cost of interest during the period of construction would aggregate £320,000.

| | Millions. | | Interest. |
|---|---|---|---|
| 1st year | ½ | — | 20,000 |
| 2nd year | 1 | 1½ | 60,000 |
| 3rd year | 1 | 2½ | 100,000 |
| 4th year | 1 | 3½ | 140,000 |
| | 3½ | | 320,000 |

5. Now there can be no doubt that the Company's surplus receipts would be ample to meet their moiety of the interest charges accruing during the alternate half years ; and in this way the actual outlay the Government would be called upon to provide would be £240,000, spread over a period of four years, the balance being met by the Company out of their share of surplus profits.

| | |
|---|---|
| 1st year | £ 15,000 |
| 2nd year | £ 45,000 |
| 3rd year | £ 75,000 |
| 4th year | £105,000 |
| | £240,000 |

6. Having regard to the country which will be opened out, as well as the direct communications to important points, which would be afforded by the proposed lines, the Board cannot doubt that the traffic would after the first year of opening pay the interest on the comparatively small capital absorbed in their construction, and even leave a surplus profit. They, therefore, desire to bring prominently to notice that the interest charge above indicated can only be regarded as a temporary advance, which would certainly and quickly be recoup-

ed with interest both to the Government and their Partners, the Company, by the earnings of the new lines, and by the increased traffic that would be brought on to the Main Line.

7. The Board confidently affirm that it is not possible for any Railway project to be undertaken on more favourable financial terms to the State than those I have endeavoured to indicate.

8. I am next to enumerate very briefly some of the advantages to be derived from these extensions :—

*Firstly.*—They would afford through communication without break of gauge between Bombay and the important Districts of which Agra and Cawnpore are the centres.

The following is a comparison of the distances by the several routes :—

*1st, Bombay to Agra.*

| | | |
|---|---|---|
| By the proposed route... ... ... ... ... | 850 | miles. |
| By Jubbulpore and Allahabad ... ... ... | 1,122 | ,, |
| By the Rajpootana Line .. ... .. ... | 841 | ,, |

*2nd, Bombay to Cawnpore.*

| | | |
|---|---|---|
| By the proposed route... ... ... ... ... | 858 | ,, |
| By Jubbulpore and Allahabad ... ... ... | 964 | ,, |
| By the Rajpootana Line ... ... ... ... | 1,024 | ,, |

*Secondly.*—They would pass for two-thirds of their aggregate length through British territory, and would not only open up markets for the produce of those Districts and supply facilities for traffic ; but in regard to the portion of Bundelkund traversed, would act as a protective work against the famines which are of periodical occurrence.

*Thirdly.*—They would utilize the sections already completed or under construction *on the broad gauge* between Agra and Gwalior, and between Itarsi and Bhopal, which must inevitably be connected sooner or later.

*Fourthly.*—They present no engineering difficulty, the heaviest works (which occur between Itarsi and Bhopal) being already in course of construction ; and the cost of the large bridge over the Jumna at Calpee having been provided for in the mileage estimate of £9,000.

*Fifthly.*—They could not be constructed and worked so cheaply by any other agency. Not only would the surveying and engineering staff of this Company be available, but a great absolute saving would be effected by the use of their plant and workshops, in the carriage of materials, and in the supervision which their existing establishments at home and in India would be able to supply.

*Sixthly.*—It would not be consistent with the interests of the Shareholders of the Great Indian Peninsula Railway Company or of the Secretary of State (who is equally benefitted with them by any increase in the prosperity of the G. I. P. line,) to entrust the construction of the proposed lines to another Company, or to permit the adoption of a different gauge than that of the sections already constructed.

9. Should the reasons now given be still deemed insufficient, I am to express a hope that the Secretary of State will, before coming to a

final decision, be pleased to ascertain the views of the Government of India on the subject. The Board are induced to make this request, because, owing to the remarkable rapidity with which Railway, Commercial, and Financial interests are advancing in India, it is not improbable that these proposals may present a different aspect to the authorities on the spot, and whose opinion cannot fail to carry weight with his Lordship in Council.—I am, &c.,

THOMAS R. WATT.

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No. 932 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *4th May*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of your letter, dated 19th April,* I am directed to state that the Governor in Council, as at present advised, considers that a line on the 5′ 6″ gauge in extension of that under construction from Itarsi to Bhopal, passing by way of Bhilsa, Basowda, and Lalitpur, to Tehree, Jhansi, and Gwalior, and branching off either from Tehree by Mhow, Ranipur, or from Jhansi by Calpee to Cawnpore, would be preferable to any other intended to shorten the railway route between Bombay and the North-West Provinces.

These are to all intents and purposes the lines projected by the G. I. P. Railway Company, and advocated by the Agent Governor-General for Central India, and as has been pointed out by the Government of India the line between Cawnpore and Bhopal would, if carried via Mhow, Ranipur, and Tehree, act as a protective line to Bundelkund, which is subject to periodical drought.

Her Majesty's Secretary of State for India has expressed the opinion that it would be premature at present to take any measures in view of connecting Bhopal and Gwalior, and he has taken exception to the project submitted by the G. I. P. Railway Directors as involving an extension of that Company's guarantee.

But considering the importance attached by the Chamber to the provision of more direct and cheaper communication between Bombay and Cawnpore, it appears to the Governor in Council that a better opportunity of enlisting private enterprise in the extension of the Indian Railway system is not likely to present itself, than is now offered by the scheme in question, in the promotion of which the G. I. P. Railway Company and the mercantile community of Bombay are alike interested, and which appears to be favourably regarded by the local administration and the Supreme Government.

I am to suggest that the Chamber might with advantage consult the Agent, G. I. P. Railway Company, who is now a member of the Chamber, and is in a position to inform them of the views entertained by the Directors.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

* See page 188.

No. 141 OF 1882.

BOMBAY, *5th June*, 1882.

A. H. CAMPBELL, Esq., White Lion Court, Cornhill, London.

DEAR SIR,—Your letter of 25th November last addressed to Mr. Gordon has had the best attention of the Committee. I much regret it has not been replied to sooner, but there was a good deal of difference of opinion among the members of the late Committee as to the course the Chamber ought to take with regard to the various competing lines proposed to better connect the Port of Bombay with the North-West. They, therefore, as it was near the end of their term of office, left the matter over for the consideration of their successors. The matter has several times been discussed by the new Committee, but they have not yet been able to arrive at any decision as to giving any special support to the scheme of the G. I. P. which is recommended by you.

The Committee have repeatedly urged on the Government the necessity of shortened and improved communication between Bombay and the North-West generally, and it is intended shortly to have a public meeting of the Chamber, at which the whole question can be discussed.—I remain, &c.,

D. WATSON, Acting Secretary.

# APPENDIX E.

## WORKING OF THE COAL TRADE ON THE BUNDERS.

No. 162 of 1882.

Bombay Chamber of Commerce, 18*th July*, 1882.

To the Secretary of the Bombay Port Trust.

Dear Sir,—I am desired by the Committee of the Chamber to communicate with you regarding the present system of working the coal trade of the port with a view to ascertaining whether some arrangement can be made by the Trustees for placing it on a safer footing.

It is a necessity, not only of the trade itself, but also of the entire industry of the Presidency, that considerable stocks of the article must always be held here, and the late extensive frauds show very clearly that it is not possible to do so with safety under the existing system.

The leading European importers would prefer to see some basis arranged, by which the Port Trust, for a fixed charge and graduated allowance of wastage, would undertake the receiving, landing, stacking, and re-delivery of coals.

The Committee, however, perceive the possibility of an objection being raised to the Trust accepting such responsibility, so long as the trade cannot be accommodated in dock, and they, therefore, suggest, as an alternative measure, that the Trust meanwhile should provide properly enclosed ground for the storage of coal.

It would be enough for the purpose if a sufficient area of ground were enclosed by wooden palings, say six feet high, with two or three gates through which all cart traffic would be compelled to pass. At each gate a register could be kept of all delivery orders, without which no coals would be allowed to be removed, and against which would be recorded the quantity removed, each cart to be furnished with a ticket showing

The cart number;
Quantity;
Heap whence obtained,
and for whom.

A printed advice note could be sent to holders of coals showing the deliveries effected under their orders, or if this be thought likely to involve too much labour, it might be sufficient if the gate registers

were posted up in ledger form and kept open for the inspection of firms interested.

It might also be worthy of consideration whether it would not be possible for an increased charge to provide shed accommodation for the protection of coals from the weather, in the way adopted by the railways and some of the steamer companies.

The main point the Committee have in view at the moment, however, is the early arrangement of some system whereby the safety of coals stored on the bunder could be within reasonable control, which at present it most certainly is not. All that the Port Trust at present gives in return for the large revenue derived from the bunder fees and rent charged on the article, is permission to place heaps on open ground, in most instances alongside open roads, where it is almost impossible to prevent pilfering.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 181 OF 1882.

BOMBAY, 31*st August*, 1882.

To the SECRETARY of the BOMBAY PORT TRUST.

SIR,—Referring to my letter No. 162 of 1882, dated 18th July last, in which I had the honour to call the attention of the Port Trust to the present very unsatisfactory method of receiving and storing coals on the bunders, and made certain suggestions for the improvement of the same, I am desired by the Committee to say that they are anxiously awaiting a reply. I would, therefore, esteem it as a high favour if the Trust would take the matter into their immediate consideration. The firms most interested in the question have made repeated applications to the Chamber to know if anything is likely to be done.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 3350.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 1*st November*, 1882.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—The Trustees have carefully considered the subject brought to their notice in your letter of 18th July last, viz., the necessity for some protection against fraud being afforded to owners of coal stored on the Port Trust property.

The scheme sketched out in your letter, under which the Trustees would be required to "undertake the receiving, landing, stacking, and re-delivery of coal," has, on minute enquiry, been found to be impracticable, unless at such a cost as the trade would be unwilling or

unable to bear ; but I am to intimate that, if a scheme like the following will meet the views of the Chamber, the Trustees are prepared by way of experiment to carry it out :—

1. Sufficient ground to store 30,000 tons of coal to be enclosed with a substantial 6 ft. fence in the immediate neighbourhood of one or more of the Frere, Clerk, Malet, or Mody Bunders.
2. Separate gates for ingress and egress to be provided—the latter being supplied with cart weigh-bridges.
3. At each outward gate, a registering clerk and peon to be in attendance, with relief, from 6 a.m. to 6 p.m. The registering clerk to note and keep a record of every delivery order presented to him, and the quantity said to be passed out under it.
4. Importers or owners of coal to attend to their own weighing and delivery, the Trustees accepting no responsibility for the same, or for the safety of the coal.
5. The gate registers to be open during working hours for the inspection of those concerned.
6. The Trustees reserve the right, should there be room to spare, to store, within the enclosure, goods, other than coal, not likely to suffer from being near the coal, or the coal from being near them.
7. For the extra accommodation thus afforded, the Trustees to try a charge at the rate of Rs. 1½ per 500 sq. ft. per mensem in excess of the rent that would otherwise be levied for ground alone.

If these proposals commend themselves to the Chamber, I am to ask at which bunder the Committee would like to see the new system first tried.—I have, &c.,

G. MANSON, Secretary.

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No. 222 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *8th November*, 1882.

The SECRETARY to the PORT TRUST.

DEAR SIR,—I have to thank you for your letter No. 3350, of 1st November 1882, on the subject of the proposed scheme for the better storage and custody of coal upon the Port Trust bunders.

The Committee agree with you that for the Trust to accept the landing, stacking, and re-delivery of the coal, would impose a charge upon the trade greater than it can bear. But with regard to the second scheme, as sketched out by the Chamber, and as now put into form in paras. 1, 2, 3, 4, 5, 6, and 7 of your letter under reply, I am requested by the Committee to say that they think it, on the whole, a reasonable one, and one that will be a convenience and advantage to those engaged in the trade. They wish however, at the same time to point out that the extra charge seems to them very excessive

Coal is a bulky article, and all extra charges tell very severely on its cost. It is much to be regretted, therefore, that the Trust cannot see their way to give the better accommodation at the old rates which, on the whole, have paid the Trust remarkably well.

The yearly revenue derived from coal is a very large one ; the trouble to the Trust officials is not great, and it occupies, as a rule, space that would not otherwise be readily utilized. They would also point out to you that the coal trade is not only an important one in itself, but it is in reality one of the mainsprings of some of our most important native industries. The Cotton and other Spinning Manufacturing Companies, the Ginning and Press Companies on this side of India, are entirely supplied by imported coal, and anything that tells permanently on its cost must have a most injurious influence on their progress and prosperity. Taking these matters into consideration, I have, therefore, again strongly to urge upon the Trust that the improved accommodation should be given without any increase whatever in the bunder charges. At the same time, should the Trust not see their way to grant this, I have to impress upon you the necessity of reducing the extra charge to the very lowest point that will pay interest on the money expended in erecting palings, &c., and in paying the wages of the few clerks and sepoys that the change entails.

I am also requested to urge upon the Trust the necessity of carrying out this scheme with the least possible delay ; some such arrangement being most urgently wanted.

With regard to the question in the last para. of your letter, the Committee request me to say that they think the new system had better in the meantime be tried first at the Malet Bunder. The Frere Bunder is admirably situated for storing coals required for the use of the local Mills, but until the new channel leading to it is deepened and improved, there would be many objections to its use.

Ultimately, however, the Chamber think that the Frere Bunder is the point on which a large portion of the coal trade of the Port might be most conveniently located. In view of this, therefore, they would suggest that the work of deepening and improving the channel should have the immediate attention of the Trust.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 3522.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 17*th November*, 1882.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have submitted to the Trustees your letter, dated 8th instant, on the subject of the proposed coal-yard experiment. In reply, I am directed to intimate that the Trustees regret their inability to charge a lower rate than Rs. 1½ per 500 square feet per mensem in excess

of ordinary ground rent for the additional facilities afforded, but that, if after sufficient trial, it should appear that they would be justified in making any appreciable reduction, this will be done.

The preparation of the yard at Malet Bunder has been ordered to be taken in hand at once.

In case the Chamber may not be aware of the fact, I am directed to imform you that improvements to the Frere Reclamation Canals, estimated to cost Rs. 18,715, have already been sanctioned and are about to be undertaken.—I have, &c.,

G. MANSON, Secretary.

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No. $\frac{A\ 6}{5302}$ OF 1882-83.

BOMBAY PORT TRUST, TRAFFIC MANAGER'S OFFICE,

CARNAC BUNDER, 15*th January*, 1883.

To the SECRETARY, BOMBAY PORT TRUST.

DEAR SIR,—With reference to Trustees' Resolution No. 472, of 31st October last, I have the honour to solicit the favour of instructions as to the system of work to be followed, on the certain points set forth below, at the coal-yard in course of erection at Mallet Bunder.

1. Is the production of a delivery order to be insisted upon before the removal of any coal from the egress gate on the land side is allowed ?

2. In cases of coal to be shipped from the wharf has the production of a delivery order to be insisted upon the same as in the case of a removal from the egress gate on the land side (see Query 1).

3. Is a check to be kept at the land gate of every cart passing out with coal, and if so, will it be compulsory for cart tickets, in the form attached, to be produced by parties effecting removals ?

4. In case of removals by the wharf gate for shipment (which will always be in baskets) will any check be required ?

5. Are owners of coal to do their own weighing on the weigh-bridges ?

With regard to the first query it must be pointed out that in the greater number of cases entire consignments of coal are purchased from the original importers by the local dealers on landing or immediately after ; and these latter dealers always keep their own men at the spot to give delivery. While original importers could, with some convenience, issue delivery orders when small quantities for passing out were sold. Local dealers with coal in the yard would not need delivery orders according to the usual system of work here. If therefore the production of delivery orders is to be compulsory, there will be considerable friction and trouble in getting the local dealers to act up to the rule. If the dealers do not wish to produce delivery orders, it will be, in a certain measure, hard to compel them to ; for the coal will be in the yard against their wishes as rent outside would be lower. At the same time, the expense that would be incurred in shifting the coal from the inside of the yard to the outside,

so as to obtain the benefit of the lower rate of rent, would be so great that in preference to incurring it, the dealers would rather leave the coal within until sold.

With regard to points two and four the preceding remark will apply as to the production of delivery orders. As to the keeping of any check, however, the undersigned is unable to suggest any, as the coal would be passed out in baskets, and perhaps for two or three vessels at the same time, thus rendering it next to impossible to keep a note of the quantity passing. As to point three, I do not think many parties, if any at all, will go to the trouble of filling in cart-tickets, as so much time would be lost in the process, the local dealers would certainly decline to give them. If it be decided that the production of cart-tickets is to be compulsory is this Department to supply them free of charge to parties having coal in the yard? A small quantity of tickets has been printed and a sample is attached. If the production of delivery orders generally is not to be insisted on, and if the use of the cart-tickets is not to be compulsory, the work will be simplified extremely, for then the registering clerks would note only such delivery orders as presented, and accept the statement of Muccadums and cartmen for the quantity of coal that may pass out.

I purpose writing to all the firms and local dealers interested in the coal trade, explaining the object and working of the coal-yard; but before I can do so, it is necessary that a certain line for working should be settled upon, so that parties may fully know the advantages, &c., that the yard will be able to afford.

The favour of an early reply is requested.—I have, &c.,

J. P. BAIRD, Traffic Manager.

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No. 156.

17*th January*, 1883.

Forwarded to the Secretary Chamber of Commerce, with the compliments of the undersigned. As the provision of a fenced-in coal-yard has been made at the instance of the Chamber, it is requested that the Secretary will kindly ascertain and inform the Trustees whether the proposed answers to the enclosed queries, as given in red ink, will suit the views of the Chamber.

It is expected that only the merchants who are willing to comply with the necessary regulations will store their coal within the fenced enclosure.—By order,

G. MANSON, Secretary.

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No. 66 OF 1883.

BOMBAY CHAMBER OF COMMERCE, 7*th March*, 1883.

To the SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed to acknowledge the receipt of your memo. No. 156, dated 17th January last, forwarding a letter addressed to you

by the Traffic Manager of the Trust on the system of work to be followed at the coal-yard, and requesting information whether the proposed answers to the queries, as given in red ink on the Traffic Manager's letter, will suit the views of the Chamber.

The answers to queries 1, 2, and 3 should, as proposed, be in the affirmative. As to query 4 it is essential that the Trust keep a check on coal removed by boat. The number of baskets taken from each heap and the average weight of the coal in the basket should be carefully taken, also particulars of the boat, register number, Tindal's name, the estimated capacity of the boat, quantity said to be loaded, and destination, and each boat leaving the coal depôt should be supplied with a boat note, counter-part of which should be retained for reference as required. With regard to query 5 owners of coal may attend the weighing at the weigh-bridge if they choose, but the Port Trust clerk should check by the weigh-bridge what the cart-ticket gives as having been loaded on to the cart. Cart-tickets should be supplied by the Port Trust.

The question of weighing or tallying in the quantity of coals stored is not dealt with. On landing coals, importers will want a memo. from the Trust of what coal has been landed, the memo. stating the number of the boat and its registered or approximate carrying capacity. A register should be kept of the cargoes landed by means of boat numbers and boat notes, to be given from the vessel discharging. The Port Trust ledger account should, in fact, consist of credit entries to the heap from this source, and debit entries from delivery orders. It is suggested that a system of additional check on the quantity landed might be derived from causing all coals to be piled in regular heaps of a fixed height or heights. The cubic space would thus be at once ascertainable, and from that the approximate weight.

The Traffic Manager should furnish monthly, say, on the 1st or 2nd of every month, to each merchant, who has coal stored within the depôt, a statement showing receipts, deliveries, and balance on hand, on the last day of the preceding month, of the depositors coal, as per Port Trust records.

The Traffic Manager is under a misapprehension as to the way in which business is done. Dealers, no doubt, *buy* entire cargoes, but they generally *take delivery* in small parcels, and it is mainly to see that such deliveries are honestly taken and obtained that the system of check is required. It is of course optional with owners of coal whether they avail themselves of the check or not, but in the latter case they will not incur the extra expense of storing within the enclosed yard. Even if they do, they would still have the power to give the buyer delivery order for a cargo, or balance of cargo, *without weighing*. Dealers in purchasing from importers "to arrive" would of course arrange at the time of contracting whether the coal should be put into the enclosed yard or not, and, when buying landed coal, would of course know before hand where the lot lay, and arrange accordingly. Delivery orders of some kind should be insisted upon, as also cart-tickets, but the latter need not be filled up with exact detail if the orders specify *without weighing*.

The Traffic Manager should be reminded that the coal, although bought by the dealer, is the property of the importing house, and

remains so until paid for. If the dealer wishes to avoid the friction, which the Traffic Manager fears, he can pay for the coal, get it transferred to his name, and deliver it without the checks which importers require.

I am also directed to suggest that the Trustees should give every firm full information of the security which will now be afforded. Since the late robberies some new firms have entered into the trade.

The Committee in conclusion desire me once more to urge on the Trustees the desirability of abandoning at a very early date the extra charge for the enclosure, the enclosure being necessary for the Trust to get any coal at all stored on their ground. The revenue derived from this source is, the Committee understand, rapidly diminishing, and the Trustees will find it to their interest to make such arrangements as would tempt the importing houses to sell coal to dealers and allow them to store.

I return the Traffic Manager's letter which accompanied your memorandum, and remain—Yours, &c.,

J. GORDON, Secretary.

# APPENDIX F.

## SIMPLIFICATION OF CUSTOMS PROCEDURE.

No. 276 OF 1882.

REPORT OF A SPECIAL SUB-COMMITTEE APPOINTED TO CONSIDER THE QUESTION OF THE SIMPLIFICATION OF CUSTOM HOUSE FORMS AND PROCEDURE, &c., HELD 6TH SEPTEMBER 1882.

In his speech on the budget, Major Baring gave it as his opinion that one of the great advantages of removing the duties on many hundred articles and confining them to a few items, such as Wine, Beer, Spirit, Liquor, Arms, Ammunition, Salt, Opium and Rice, an amount of friction, scrutiny, and interference with trade would be removed which was quite incommensurate with the revenue produced. This idea was repeated and enforced by Lord Ripon also in his speech on the same subject.

But in as far as the Port of Bombay is concerned, the scrutiny, interference, and friction are almost as prevalent as ever. All the forms, passes, &c., &c., which were required under the old rules when every article almost was subject to duty, are still required and enforced, although duty is only leviable upon the few special articles above enumerated. The Committee think that this is a state of matters that the mercantile community ought not to allow to exist without a vigorous protest. In the English Custom House, they believe, the practice is not to treat every package of cargo as dutiable until it has been proved to be free; but to treat all cargo not declared for duty, as free and to keep an active and intelligent detective staff constantly on the look-out for all suspicious cases. In India, however, the practice is quite the reverse. The Committee think that the introduction of the English system would be a relief to the trade, while it would involve no sacrifice whatever of revenue; on the contrary, a large saving would be effected in the expense of the Custom House staff which might then be very considerably reduced.

It is the opinion of the Committee that all free goods should be allowed to be shipped or imported without any private manifest whatever, the agents of the ships being required to supply a full statement of the particulars of all the goods on board with quantities and value, which would be quite sufficient for all statistical purposes.

Dutiable goods, of course, would still require to be treated as at present, and the private manifest, pass notes, &c., &c., in respect thereof, ought, of course, still to be kept up. All ships and steamers should, the Committee think, be allowed to land free goods immediately on their arrival without waiting either for the Custom House officers or lodging of the manifest at the Custom House. They also think that vessels with wholly duty free cargo on board ought to be

allowed to work day and night without Custom House officers, or, at least, without any extra charge being made for their attendance. This, they believe, is the custom in London and other English Ports where the ships' stores, when dutiable, are placed under the Customs' seal; but the importer is allowed to deal with the rest of his cargo as he sees fit. Of course the Custom House detectives have still the power to open and examine any package that seems to them suspicious. The same rule ought, the Committee think, to apply to all ships after the dutiable part of the cargo has been discharged. The Committee also think that Custom House permission should not be required to ballast or coal a ship either by day or night. Free goods ought, also, the Committee consider, to be allowed to be transhipped in the Harbour without any interference on the part of the Custom House.

Great and unnecessary delay is at present often caused by the interference of the Custom House Officer who counts and examines every package transhipped.

Cases occurred no later than last month in which the s. s. "Verona" transhipped 11,593 bars and bundles of iron, and the "Ancona" 12,574, every single bar of which the Custom House officer insisted upon counting. Great and unnecessary delay and expense was the consequence.

All amendments in manifests have to be made on a stamped application paper addressed to the Collector of Customs—much delay occurs, and a fine of Re. 1 is made for each amendment. With export passes, generally, there is always great delay in getting them passed even for free cargo, and clerks are often detained for hours in the Custom House doing so. The passes are at present prepared in the shipper's office. On being taken to the Custom House, these are handed to the enterer of the Export Department, who numbers the pass; then the pass goes to the appraiser, who checks the value given in the passes. If he is satisfied, he initials the pass; then the passes are taken to the Registrar, who, after having entered and initialled them, returns them; then they have to be taken to the Collector for his signature, only after having obtained which are the goods, accompanied by the pass allowed to be shipped.

As an illustration of the work given by the Custom House forms and regulations, one shipping house writes as follows:—

"Here in Bombay instead of having to render to the Custom House, when a steamer sails, a simple manifest detailing shipments giving marks, numbers and contents of packages and shippers' names, the same sort of document in short as we retain in our own office we are obliged to give full details of the contents and value of each package classified according to statistical rules and tables. The export general manifest of a small steamer of 1,115 tons which we despatched the other day to Coast and Calcutta covered 136 superficial square feet of closely written over paper. In the course of a year in export general manifests alone we render to the Customs more than an acre of writing. The thing is outrageous and would be tolerated nowhere else.

"Then in regard to Custom House officers. Here we are in almost a free port, and a steamer brings a cargo of cotton from Calwar

or a cargo of timber from Rangoon, and though she is subjected to no Customs supervision while working during the day—if she works at night,—the Preventive Department find it necessary to nominate an officer to watch her. This officer finds his way to the most comfortable available cabin on board the ship where he spends the night in sleep and thereby earns a fee of Rs. 10 which the ship has to pay."

Another gives the following :—

"It has recently been ruled by the Collector of Customs that description, such as 'Sundry Articles,' 'Merchandise,' &c., shall not be admitted in the general manifests of the importing vessels. This order causes great hindrance in entering steamer manifests, in the Custom House, as it invariably occurs that in instances when the number of packages imported vary from 25,000 to 50,000, the description of a few items is not always obtainable owing to the information not being furnished in the shipping orders issued at ports of shipment, and from which the usual manifests are prepared for the ports of discharge. In such cases it has hitherto (only up to August last) been the practice to mention (under the column of description) simply, 'Merchandise' or 'Sundry Articles;' the real nature of the cargo being definity ascertained from the consignees when clearing their goods on presentation of private import manifests.

"2. Another difficulty arises in clearing manifests of imported goods by coasting vessels. The system at present observed at the ports of shipment in submitting shipping bills, and certificates of export, or what are usually termed export manifests, to the ports of destination are very irregular indeed. Thus at some ports the practice has thitherto been to send both the shipping bills and the export manifest direct to the Customs authorities here; whereas at other ports transmission of either one or the other document is only considered necessary. These we receive some times through our Agents for submission to the Collector of Customs, at other times the outport authorities surrender the documents direct. This lax manner of working on the part of the Customs authorities at the various ports, invariably leads to several bills being mislaid, and consequently the import manifests remain uncleared for months together at the Custom House, till either the original vouchers or duplicates are forthcoming, and this necessarily entails heavy correspondence. To avoid this unsatisfactory working, it is desirable to adopt one uniform method at the different Custom ports, in view of facilitating the clearance of manifests.

"The action of the Collector of Customs in Bombay, in instances when goods imported are not supported by certificates (which it is just possible may have been mislaid) is to impose duty on the value of the cargo. This course is not justifiable as the packages are carried from free ports, and are in themselves not dutiable."

As a detail of the difficulties at present experienced in Customs Import Department another firm gives us the following as their experience with regard to the export manifest :—

'When we have to ship any packages we are required to prepare (in toto) export private manifests in triplicate, describing the con

tents of the packages to such an extent that sometimes it gives much trouble. For instance, if we ship a bundle of carpets we are required to state—

1. English, Indian, or Persian.
2. Their dimensions or yards.
3. Weight.

" If the package contains piece-goods, they require to know whether
It is grey or white
How many pieces in each package
How many yards each piece measures
What is the weight of each piece

" In some instances they do not admit the value stated by us, although the cargo is free. In a few instances our export passes have been returned because we did not give the values according to their own ideas.

" In our opinion, only one copy of export manifest would suffice, as they keep a register of all the export passes in their office ; moreover, the export passes are sent to their office, and further we make out a complete manifest for the Customs' officers.

" At night when a steamer has entirely free cargo, if she works, a Preventive Officer is stationed on board by the Customs at the heavy charge of Rs. 10 per night ; and as in some instances the steamer works at night for a week, the Preventive Officer gets Rs. 70 (or Rs. 10 a night) besides his monthly pay.

" When consignees clear their goods on their import private entries, the gate-keepers do not allow the goods to pass unless the merchants bring an endorsement from the Custom House offices at the bunders on the Customs import entries that the goods described therein are landed on such a date. Merchants sometimes are actually harassed for not getting landing notes, and very often they do not get them for a number of days, and consequently the merchants have to pay extra wharfage fees.

" At the bunders when loaded boats come into the basins after sunset, the Customs do not allow the boats to discharge cargo (whether free or dutiable), and the owner of the cargo suffers boat hire for one day extra.

" If a loaded boat has about 200 packages for Bombay, and amongst them a package for transhipment is discharged by the steamer, the package is not allowed to be transferred from one boat to another unless we get the Customs special permission which often takes half a day to procure, and consequently the packages are left behind and the steamer sails without them. A fine of Re. 1 has also to be paid, and application is required to be made to the Preventive Officer attached to the bunder for a duplicate boat note.

" In preparing the Customs documents, we are not allowed to describe the packages as containing

Merchandise.
Personal effects.
Sundries.

" In cases of transhipment of cargo even from free ports, we often

do not receive invoices, and the packages require immediate trans shipment, but the Customs refuse to allow transhipment if the contents are mentioned as sundries or personal effects. We are therefore very often obliged to break open such packages and state the contents, thus spoiling the original packing and the danger of further damage or pillage of the package in transit is much increased."

The following is a striking instance of the annoyance given to the public by Customs subordinates :—8 casks of sodawater were shipped per "Oriental" for Bushire. They were entered thus : B S—A A (in triangle)—M—8 casks aërated waters, 40 dozens, value Rs. 90. The pass, after being deposited with the Custom House official for signature for half an hour, was returned with the remark that it could not be signed until the number of gallons had been entered !

It has also been pointed out to the Committee that steamers making this simply a port of call have to deliver a full and complete manifest of cargo for other ports. For instance, clerks are often occupied for several hours in copying out ten or twelve sheets of manifests of cargo going in the same bottom to China or Australia, though it is difficult to understand for what purpose or on what grounds the Custom authorities demand this information.

Finally, the Committee would point out that we are still working under the Customs Consolidated Act of 1878, framed and passed when almost everything was dutiable and the strictest care was necessary to prevent smuggling, and what we really require is an amendment of the Act to meet the altered position.

W. M. MACAULAY.
JAS. L. MACKAY.
F. D. PARKER.

Bombay, 25th October, 1882.

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No. 4060 of 1882.

Bombay Custom House, *13th December*, 1882.

From John McL. Campbell, Esq., Acting Collecter of Customs and Opium, Bombay, to the Secretary Chamber of Commerce, Bombay.

Sir, When writing my letter No. 3932 of 28th ultimo, asking for information on certain points, I did not realize that the Committee, with whom I have had the honour of dealing in the year now coming to a close, would retire from office too soon to allow the questions raised in your letter of 9th November and its accompaniment to be discussed at length between them and me. I wish now, before the present Committee lay down office, to place before them, in a general way, my views on the subject of the further simplification of Custom House forms.

2. I cannot think that the Chamber of Commerce (especially those members who are importers or exporters) can wish, or expect, Government, which has been collecting and recording statistics since the beginning of the century, to begin now to lessen their fullness

and accuracy. I am, therefore, unable to ask the Commissioner of Customs to relax the present orders regarding import general manifests and import private manifests. As a basis for statistics it is necessary that a ship should, on entering inwards, give a complete list of all the goods which she has brought for landing or transhipment at this port, and should finally account for all packages which she has thus declared for landing or for transhipment. Therefore the import general manifest must be retained as at present. The ship's master or agent gives, in the import general manifest, the information which has been received from the shipper. If inaccuracies were discovered, the personal responsibility of the agent or master for the misdescription could hardly be insisted upon to the extent of inflicting on him a fine or other penalty. The Custom House must have a declaration by a person who knows the contents and value of the packages and who can be held personally responsible for any incorrect description thereof. This makes it necessary that the the importer should continue to put in an import private manifest as at present

3. To guard against statistics being rendered inaccurate by the landing of goods manifested for transhipment, or the transhipping of goods manifested to be landed, it is necessary that a correct account of transhipments should be kept. The existing rules provide that if a Customs officer is on board, he shall tally the goods, and that an officer of the ship shall tally the goods if permission has been given to proceed with transhipment without the presence of a Customs officer. In my opinion these rules cannot be relaxed.

4. I am unable to recommend any alteration in the rules regarding export shipping bills. These, the Committee will no doubt remember, have recently been revised and simplified (standing orders No. 1791 of 19th May, No. 1816 of 28th November, and No. 1817 of 12th December).

5. The present form of export general manifest must be retained, but ship agents might, I think, be relieved of the work of filling up several of the columns, without any danger to statistics, though at the cost of some extra labour to the statistical branch of the Custom House.

6. Section 55 of the Customs Act requires that all goods intended to be taken on to another port on the same bottom shall be shown in the import general manifest. I agree with your Sub-Committee that it is unnecessary to ask for detailed information regarding goods which are neither to be landed nor transhipped at this port. I shall, therefore, apply for permission to waive my right of demanding this information.

7. Under order No. 1817 of 12th instant, importers of free goods will no longer be required to obtain from the wharf officer a certificate of the date of landing their goods ; nor will shippers of free goods be required to obtain a certificate that their goods are on the bunder.

8. With reference to your Sub-Committee's recommendation that ships should be allowed to begin work immediately on arrival, I think that an application for permission to begin discharge before putting in Customs documents should still be made under section 59 of the Customs Act. I have no objection to the application being made before the ship arrives, and under ordinary circumstances permission

will not be refused. But goods discharged under permission thus given must remain on the dock premises or on the bunders (as the case may be) until the regular Customs documents have been put in.

9. I see no objection to dispensing with applications for permission to take on board coal or ballast, by night or day, provided notice is given of the intention to take on board coal or ballast. It will be necessary that notice should be given. It is necessary for the Pre ventive Department to know what ships are working, in order that officers may be sent off to visit them if this is thought necessary. The present practice must of course continue till a fresh order is published.

10. I am prepared to recommend that ships from British Indian Ports, carrying free cargo only, should be allowed to work at night on giving notice of their intention to do so, and without asking special permission, or paying for a special officer.

11. The necessity for having a uniform system of Customs procedure at all Indian coast ports has been for some time under consideration.

12. The Customs Act of 1878 was framed to meet a state of things different from that now existing. But, for my part, I should prefer to wait a little longer before making proposals for a new Customs Act. The present law gives the Customs Department the right to insist on certain procedure being followed and certain formalities being observed. But it is quite competent for Government or for the chief Customs authority to direct that this right shall be waived when advisable. Many of the orders issued since March last have had this effect. I think it best to proceed in the same direction until more complete experience has been gained as to what can be dispensed with and what must be retained under the state of affairs introduced by the Tariff Act of 1882. – I have, &c.,

J. McL. CAMPBELL,
Collector of Customs and Opium.

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No. 67 of 1883.

Bombay Chamber of Commerce, *8th March*, 1883.

To John McL. Campbell, Esq., Acting Collector of Customs and Opium, Bombay.

Sir,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 4060, dated 13th December last, on the subject of the further simplification of Custom House forms.

Before proceeding with the discussion of such further modifications as they still desire to urge on your attention, the Committee direct me to express their high appreciation of the courteous and liberal response which you have given to the representations of the Chamber on this important subject.

The points which they now desire to submit for your consideration are, for convenience, dealt with under their respective heads.

ABOLITION OF PRIVATE IMPORT AND EXPORT MANIFESTS.

The Committee observe that you decline to suggest this proposal to the Commissioner on the ground that the information which these documents furnish is required for the accurate compilation of statistics.

The Committee believe that almost equally accurate information, or at any rate as practically useful information, could be obtained were these forms abandoned, and the system proposed by the sub-Committee adopted, namely, that all free goods should be allowed to be shipped or imported without any private manifest whatever, the agents of the ships being required to supply a full statement of the particulars of all the goods on board, with quantities and values. However, they think that, in the meantime, this proposal may be permitted to remain in abeyance.

COMMENCEMENT OF WORK ON BOARD SHIPS PRIOR TO ENTRY AT CUSTOM HOUSE.

The concession which you have been so good as to agree to on this point will be an exceedingly valuable one, and will be much appreciated. The Committee would be much obliged to you if you would kindly institute the rule at once, so that it may be taken advantage of. The rule has not, they understand, yet been passed.

WORKING AT NIGHT, WITHOUT THE INTERVENTION OR SUPERVISION OF PREVENTIVE OFFICERS.

The Committee understand that discharge at night of duty free cargo from British Indian Ports is now permitted without supervision and the contingent expense.

They direct me, however, to urge that the loading of duty free cargo for any port should also be permitted under the same rules, and also that the discharge of free cargo, from other than British Indian Ports, should also be permitted. For instance, a steamer from Calcutta which may touch at Colombo, although she may take in nothing there, which would be liable to duty here, would require a preventive officer stationed on board when working at night involving the ship in a fee of Rs. 10. It should be sufficient that the ship shall render to the Custom authorities a proper account of her dutiable cargo, and that the Preventive Department adopt such steps as may seem to them necessary to watch vessels working at night without involving them in expense for preventive officers.

COALING AND BALLASTING.

The rule which you have made on this point is satisfactory.

MANIFESTS FOR TRANSHIPMENT CARGO.

For all transhipment cargo, three manifests have still to be prepared; but as the documents remain in the hands of the Customs authorities, it is difficult to understand why one copy would not be sufficient.

TALLYING FOR TRANSHIPMENT CARGO.

The Committee are unable to discover what the Custom House can gain by tallying duty free transhipment cargo. The rule for the

tallying of transhipment cargo by the Preventive Department was framed when every thing was dutiable, and the Committee hope that you will kindly reconsider this matter or favour them with your reasons for declining to relax the present rules.

AMENDMENTS OF MANIFESTS.

The Sub-Committee submitted their objection to the practice of requiring all amendments in manifests to be made on a stamped application paper addressed to the Collector of Customs, from which much delay occurs, and to the practice of levying a fine of Re. 1 for each amendment. The Committee would be glad if you would kindly favour them with a reply to these points.

SYSTEM OF ISSUING EXPORT PASS NOTES.

The new system which you have been good enough to introduce is a great improvement.

FORM OF EXPORT GENERAL MANIFEST.

In para. 5 of your letter under acknowledgment, you state that agents of vessels might be relieved of the work of filling up several of the columns. This will prove an immense relief, and the Committee earnestly hope that you will introduce the change as soon as possible

TRANSFER OF CARGO FROM ONE BOAT TO ANOTHER.

The modification which has been introduced is a great convenience.

MANIFESTING OF GOODS WHICH HAVE NEITHER TO BE LANDED NOR TRANSHIPPED HERE.

In para. 6 of your letter under acknowledgment, you agree with the Sub-Committee that it is unnecessary to ask for detailed information regarding goods which are neither to be landed nor transhipped at this port, and you are good enough to add that you will apply for permission to waive your right of demanding this information. The Committee desire me to urge upon you to discontinue the practice, which is still in force, as soon as practicable, as the continuance of it is felt to be a great inconvenience.

SHIPMENT OF SHUT-OUT CARGO.

It would be a great advantage were the Custom House to permit cargo shut out by one ship to be taken in by another on the original custom's documents, pending the preparation of fresh papers. It might be stipulated that mates' receipts for cargo so taken in should be withheld till the fresh papers were received. This concession would lead to a very considerable saving in the way of boat-hire, detention of cargo in craft, and risk of damage, while so detained.

DISCRETION TO BE GIVEN TO PREVENTIVE OFFICERS.

Now, when almost everything is duty free, the Committee submit that greater powers might be given to the officers of the Preventive Department, and that it should be impressed upon them that their real duty is to prevent smuggling, and not so much to see that all forms required by the Customs Act, as at present in force in respect to *free* cargo, are carried out. In England the Custom House takes no notice whatever of the shipping and landing of free cargo, so far as tallying

it goes. They merely require that a record be given to the Customs authorities of exports and imports for statistical purposes.

In conclusion, the Committee desire me to express their hope that the views which they have now submitted on the various points above referred to will receive your favourable consideration.—I have, &c.,

J. GORDON, Secretary.

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No. 816 OF 1883.

BOMBAY CUSTOM HOUSE, 10*th March*, 1883.

From JOHN McL. CAMPBELL, Esq., COLLECTOR of CUSTOMS and OPIUM, Bombay, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge receipt of your letter of the 8th instant, and beg to express my thanks for the courteous manner in which the Committee of the Chamber have treated the subject of simplifying Custom House Procedure.

2. Many of the points touched on in your letter require further consideration, but one or two can be replied to at once.

COMMENCEMENT OF WORK ON BOARD SHIPS PREVIOUS TO ENTRY AT CUSTOM HOUSE.

The Commissioner has been asked to publish rules allowing application for the required special permission to be made before arrival of the vessel, and allowing goods to be landed in the dock or on the bunders (but not to be removed therefrom) previous to entry inwards. In the meantime permission is being constantly given to break bulk before entry on the condition that the goods are stacked separately, if in Prince's Dock, or kept in boats along side, if in the stream, until the manifest has been put in.

AMENDMENTS OF MANIFESTS.

3. If an application is made in writing it must bear a one anna stamp, but there are many cases in which a verbal application is accepted. Some firms doing business with the Custom House make all their applications in writing. Other firms make the bulk of their routine applications verbally through clerks who are known at the Custom House to come from these firms and to be authorized to make applications on their behalf. It is best that applications of special importance should be made in writing, but as for ordinary routine applications it is immaterial to this Department whether they are made in writing or verbally by a respectable clerk who is known to come from the firm making the application. With reference to the levy of fees for amendments the Customs officers have been authorized by the Government of India to dispense with the fee in cases in which its enforcement is not considered necessary to check carelessness and prevent unnecessary trouble being given to Customs establishments.

FORM OF EXPORT GENERAL MANIFEST.

4. The simplification which I said I hoped to effect has been ac-

complished by the Commissioner's standing order No. 1753 of 26th February 1883, published at page 229 of the Bombay *Government Gazette* of 8th instant (copy sent on 8th to the Chamber).

MANIFESTING OF GOODS WHICH HAVE NEITHER TO BE LANDED NOR TRANSHIPPED HERE.

5. This point has been referred to the Commissioner for orders.

6. I hope to write to you at a future date regarging the other points touched on in your letter.—I have, &c.,

J. McL. CAMPBELL,
Collector of Customs and Opium.

# APPENDIX G.

## ANNUAL REPORT ON COTTON FOR THE BOMBAY PRESIDENCY FOR 1880-81 WITH GOVERNMENT RESOLUTION ON THE SAME, DATED 27TH FEBRUARY.

No. 1300.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *27th February*, 1882.

Letter from the Commissioner of Customs, Opium and Abkari, No. 6381, dated 5th December 1881,—Forwarding the Cotton Report for the year ending 30th June, 1881.

RESOLUTION.—It is reported that the season of 1880-81 was not on the whole so favourable for cotton as the previous season. In Gujarat the area sown with cotton seed was large and the crop was generally good, though in Ahmedabad and Broach the plants were damaged by the heavy rains in October and in some places by insects. In the Central Division, and particularly in Khandesh, which is the most important cotton-producing district in that Division, there was less land under cotton cultivation, and the plants suffered from unseasonable rain. In the Southern Division the area of land sown with cotton was considerably greater than in the previous year, the increase in Kaladgi being over 100,000 acres. The quantity of cotton reported to have been produced was also larger, although in Dharwar and in some parts of Kaladgi the crop was injured by unseasonable rain. A larger area is shown as being under cotton cultivation in Sind in the year under review than in the previous year, but the produce was smaller owing to insufficiency of water and to damage done by insects. In all Native States except Palanpur there was an increase in the area sown with cotton seed and also in the reported gross produce.

2. The following statement shows the area reported to have been under cotton cultivation and the quantity of cleaned cotton reported

to have been produced in the several Divisions in the year under review and in the previous year ;—

| Divisions. | Area sown with Cotton. | | Reported Produce. | |
|---|---|---|---|---|
| | 1879-80. | 1880-81. | 1879-80. | 1880-81. |
| | Acres. | Acres. | Cwts. | Cwts. |
| Northern ... ... ... | 445,973 | 495,456 | 452,894 | 269,880 |
| Central ... ... ... | 743,319 | 680,530 | 308,253 | 117,187 |
| Southern ... ... ... | 872,241 | 1,035,322 | 250,121 | 286,518 |
| Sind ... ... ... | 45,132 | 54,795 | 121,837 | 100,192 |
| Native States ... ... | 1,648,248 | 1,926,971 | 984,482 | 1,178,234 |
| | 3,757,813 | 4,193,074 | 2,117,887 | 1,952,011 |

3. The returns of the cotton yield obtainable from Native States are so unreliable that they must be looked on as mere guess-work, and even in the districts under this Government it is very difficult to get anything like correct figures. Government are taking such measures as are practicable to ensure greater accuracy in future, but it is probable that the efforts which are being made in this direction will be only partially successful. An approximate estimate may be obtained by assuming an average produce per acre. The acreage is tolerably correct and may be accepted. There are of course great differences of opinion as to what an acre of land will produce, for it varies with the soil, the season, the mode of cultivation, variety of cotton, &c., &c., but it would not be wrong to assume the average produce per acre to be 225 lbs. of cotton with the seed (kappas), of which 75 lbs. is clean cotton (rui). In the absence of a more exact test the returns should be made up on this data and the average assumed should be stated. The term exotic should only be applied to American cotton, all besides being considered indigenous whether Hinganghat or Waradi, Deshi or Gujarat.

4. The area sown with indigenous and exotic cotton, respectively, and the reported outturn of each kind in the year under review and the previous year are as follows :—

| Years. | Indigenous. | | | Exotic. | | |
|---|---|---|---|---|---|---|
| | Area. | Total Yield. | Yield per Acre. | Area. | Total Yield. | Yield per Acre. |
| | Acres. | Cwts. | Lbs. | Acres. | Cwts. | Lbs. |
| 1879-80 ... . | 2,902,917 | 1,760,960 | 67·94 | 854,866 | 356,918 | 46·76 |
| 1880-81 ... .. | 3,450,503 | 1,788,191 | 58·04 | 742,571 | 163,820 | 24·71 |

It thus appears that there has been a marked decline in the cultivation of exotic cotton. The Commissioner of Customs, Opium and Abkari states that the cotton grown in Khandesh in the last two years has been almost exclusively exotic, but in the Collector's Administration Report for 1880-81 a large area was shown as being sown with indigenous cotton seed in 1879-80, and it was explained that

the decrease in the year of report is due to the restriction of the term "indigenous" to the Waradi or Deshi variety. It is also stated in that report as well as in the report on the model farm that the cultivators are exhibiting an inclination to revert to the cultivation of the inferior kinds of cotton, as it involves less trouble than the cultivation of exotic cotton and the outturn is usually larger. The return to the cultivation of Deshi cotton in Khandesh is a great calamity. It was shown when the Hinganghat cotton was introduced into Khandesh that the difference of price between the Deshi crop and the improved Hinganghat cotton was 24½ lakhs of rupees per annum in favour of the cultivation of Hinganghat. All this will be lost to the ryot if he returns to the cultivation of Deshi cotton, and this should be shown to him by a comparison of the *present prices* of Deshi cotton with those of Hinganghat. The Collector of Khandesh should be instructed to use his utmost influence to discourage the cultivation of the Deshi cotton and to promote the cultivation of the exotic, which is also called Dharwadi and is in fact acclimatized American, or of Hinganghat. It is much to be regretted that while only a few years ago the Deshi variety was entirely excluded from Khandesh, it has now come to be again cultivated there. It is chiefly used to adulterate the better kinds of cotton. A similar tendency is shown in Dharwar, the Collector accounting for it by the fact that exotic cotton is more liable to total failure than indigenous cotton if the year is unfavourable. Long staple cotton, however, yields larger profits when it does succeed, and it is hoped that if there be a succession of good seasons the cultivation of it will be again extended. Much is being done to further this object by the distribution of good seed imported from America or produced on the model farms. In Kolhapur and the Southern Maratha Country Native States there was an increase in the area sown with exotic cotton seed; in some of the other districts this variety is grown to a small extent only, and in the rest not at all.

5. The quantities of cotton brought into Bombay in the year under review and in the previous year were as follows:—

| | 1879-80. Cwts. | 1880-81. Cwts. |
|---|---|---|
| By Sea ... .. .. | 1,659,081 | 1,499,402 |
| By Rail ... ... ... | 2,564,452 | 2,780,133 |
| Total... ... | 4,223,533 | 4,279,535 |

6. The transportations by sea from Kathiawar were four times as large as in the previous year, but there was no increase in those from other places. Those from Gujarat ports fell off by about 4 lakhs of cwts., and this decrease appears to be due to the deficient production in the important cotton districts of Ahmedabad and Broach, not to the competition of the railway. The quantity of cotton brought by the B. B. & C. I. Railway to Bombay fell from 957,200 cwts. in 1879-80 to 946,200 cwts. in 1880-81. The quantity brought by the G. I. P. Railway, on the other hand, rose from 1,607,252 cwts. to 1,833,933 cwts., of which 1,311,459 cwts. came by the north-east line and 487,658 cwts. by the south-east line in the year under review, while in the previous year 1,302,478 cwts. were brought by the north-east and 304,774 cwts. by the south-east line. 34,816 cwts. are said to

have been sent from stations between Thana and Bombay. It is not shown in previous reports that any cotton was despatched from those stations, and no cotton is grown in the Thana District. The Commissioner of Customs, Opium and Abkari should be requested to enquire and report how the cotton in question came to be sent from those stations to Bombay.

7. The exports of cotton from the Bombay Presidency to other than Indian ports amounted in the year under review to 908,340 bales, which exceeds the quantity exported in any of the three previous years, and is not far short of the quantity exported in 1876-77. The quantity exported to different countries in 1879-80 and 1880-81 respectively was as follows:—

| Countries. | 1879-80. | 1880-81. |
|---|---|---|
| | Bales. | Bales. |
| Great Britain and Ireland ... ... ... ... | 379,175 | 296,760 |
| France ... ... ... ... ... ... ... | 104,327 | 164,965 |
| Germany ... ... ... ... ... ... ... | 24,319 | 51,315 |
| Holland ... ... ... ... ... ... ... | 7,250 | 10,323 |
| Belgium ... ... ... ... ... ... ... | 6,019 | 17,993 |
| Austria ... ... ... ... ... ... ... | 137,643 | 145,871 |
| Russia ... ... ... ... ... ... ... | 12,450 | 3,950 |
| Italy ... ... ... ... ... ... ... | 159,105 | 161,031 |
| Spain ... ... ... ... ... ... ... | 38,377 | 10,700 |
| China ... ... ... ... ... ... ... | 20,521 | 43,858 |
| Other Countries ... ... ... ... ... ... | 5,646 | 1,574 |
| Total ... | 894,832 | 908,340 |

The decline in the trade with the United Kingdom is due to the competition of American cotton, the price of which has fallen from £3 per cwt. in 1876 to £2$\frac{9}{16}$ per cwt. in 1880 and 1881. The price of Indian cotton in Great Britain has remained steady at about £2 10s. per cwt. for the last six years. The improvement in the trade with France, Germany, Austria, Italy, China, Holland and Belgium is very satisfactory. Indian cotton was imported into Greece during the year under review for the first time, but only in small quantities, while Sweden, which in 1879-80 took 4,800 bales, has abandoned the trade.

8. The number of cotton mills working in the Presidency was the same in the year under review as in the previous year, viz., 32 in the town of Bombay and 10 in the mofussil; but the number of spindles increased from 1,151,220 in 1879-80 to 1,158,510 in 1880-81 and the number of looms from 12,212 to 12,310. The quantity of cotton consumed by all the mills is reported to have been 1,061,242 cwts. in the year under review, which exceeds the quantity consumed in the previous year by 160,314 cwts., and is also considerably greater than the quantity consumed in 1877-78 and 1878-79.

9. The prices of cotton in the Bombay market were lower than those of the last two years. Machine-ginned Broach cotton fetched on an average 5$\frac{1}{2}$*d.* per lb. against 5$\frac{7}{8}$*d.* and 6*d.* in the two previous

years, and Hinganghat 5¼*d.* against 6$\frac{7}{16}$*d.* and 5$\frac{3}{8}$*d.* The prices of the other varieties were lower, that of Kumta being only 4¾*d.*

10. The number of cotton gins worked by steam-power rose from 2,254 in 1879-80 to 2,430 in 1880-81 ; in Surat there was an increase of 100, in Khandesh of 42, in Dharwar of 19, in Broach of 12, in Bombay of 2, and in Nasik of 1. The number of cotton presses licensed to work was 253 in the year under review as compared with 240 in the previous year, but the number worked by steam fell from 101 to 97, the decrease occuring chiefly in Bombay.

11. Bombay Act VII. of 1878 was in force during the year under review. A Bill repealing that Act and enacting only penal provisions against fraud and adulteration was passed by the Legislative Council of this Presidency but did not receive the assent of the Right Honourable the Governor-General, and it has now been decided in accordance with the suggestions of the Government of India and the Secretary of State to simply repeal Bombay Act VII. of 1878, thus leaving no special law for the prevention of adulteration of cotton. During the year under review 22 persons were prosecuted under the Act of 1878, of whom 15 were convicted and 7 were acquitted. Four of the cases were tried in Ahmedabad and 18 in Kaira.

12. The acknowledgments of Government are due to Mr. Pritchard for the care with which he has drawn up the report. The delay which has occurred in the submission of it has been noticed in Government Resolution in the General Department, No. 4341, dated 23rd December 1881.

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 86 of 1882.

Bombay Chamber of Commerce, 19*th April*, 1882.

To the Secretary to Government, Revenue Department, Bombay.

Sir,—I have to acknowledge, with thanks, the receipt of the Cotton Administration Report for the year 1880-81 with Government Resolution on same, dated 27th February last. The Committee have to thank Government for much valuable information contained in the report, at the same time they would beg to point out that it loses a great deal of value from being furnished so late. As a register of the past season, the report is interesting ; but the great bulk of the figures are available to the commercial public at a much earlier date from other sources.

In the opinion of the Committee it would be of great benefit if Government could arrange to publish statements monthly of the crop in progress. In the beginning of the season, the acreage planted should be given and later the condition of the crop, expressing the latter in annas, a rupee being taken as signifying a full crop. The American Agricultural Bureau, with much inferior machinery at their disposal, publish a report on the 15th of every month, giving the condition on the last day of the month preceding, and these reports are looked upon

with the greatest interest all over the world. To make the returns complete, arrangements would, of course, have to be made to include the Berars and Native States.

Information of this kind if properly collected by the Government officers, and published for each month, at an early period after the end of it, would be of the greatest use and importance to every one interested in the cotton trade both here and at home.

The Chamber also beg to convey their thanks to Government for the steps Government have taken with a view to discouraging a return to the cultivation of the Deshi variety in Khandesh. The members of the trade can remember the enormous improvement which took place in the quality of Khandesh cotton some years ago, as the result of the rigorous measures adopted by the then Collector, Mr. Ashburner, for the introduction of Hinginghaut seed. Since then, Khandesh cotton has taken a very forward rank amongst the growths of cotton shipped from Bombay, and it is a matter of great regret that a considerable admixture of the Deshi variety is again becoming apparent. While the inferior quality is only produced in small quantities, it can be mixed with the finer Hingunghaut staple, and the higher price, thus obtained, pays the grower remarkably well. When produced in large quantities again, however, it will become as formerly very unsaleable even at a reduction of 20 per cent. from the value of the Hingunghaut variety and the cultivator will only then—when too late—begin to realise his mistake. The same tendency on the part of the cultivator has been noticed in the Berars, and the Committee think it would be well if the Khandesh officers could concert measures in conjunction with the Berar authorities for mutual operations. A large business is being done in Julgaum and other important markets in Khandesh in mixing short stapled with superior cotton which is sent down full-pressed to Bombay. Against this, however, buyers can protect themselves. The other evil begins much further back, and if to be checked at all, should be so now before sowing for the next crop takes place.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 6255 OF 1882.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 11*th September*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 19th April last, and in reply to state, for the information of the Chamber, that the publication of monthly reports regarding the condition of the cotton crop in this Presidency, as suggestedly by the Chamber, would involve more trouble than District officers can spare for the purpose, and the advantage of a monthly report is not in the opinion of His Excellency the Governor in Council apparent. His Excel-

lency in Council considers it would be sufficent if a statement of the area under cotton cultivation were published for each District and Native State as soon as possible after the crop is sown and if a statement were subsequently published of the condition of the crop as soon as the prospects were pretty well assured, and has accordingly directed the Commissioner of Customs, Opium and Abkari to make the requisite arrangements for the publication of these statements. The condition of the crop will, as suggested by the Chamber, be stated in annas, a rupee being taken as representing a full crop.

2. As regards discouraging the cultivation of the Deshi cotton, I am to state that all that is possible to effect in that direction without a special enactment is being effected, and that it is expected the next crop will show good results.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 196 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *23rd September*, 1882.

To the ACTING UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have to thank you for your letter No. 6255 of 11th instant, on the subject of the collection and publication of statistic referring to the cotton crop in this Presidency.

In reply, I am requested by the Committee to say that they hear with satisfaction that H. E. the Governor in Council has directed the Commissioner of Customs, Opium and Abkari to make the requisite arrangements for the publication first of a statement of the area under cotton cultivation for each District and Native State as soon as possible after the crop is sown, and a subsequent statement of the condition of the crop as soon as the prospects are pretty well assured.

These statements will no doubt go for to supply the information asked for by the Chamber; and will be of great interest and value to the mercantile community.

At the same time I am directed to point out that the value of these statements will depend almost entirely on the promptness with which they are issued, and I have to request that this may be brought fully to the notice of the officers making the returns.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 232 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *24th November*, 1882.

The ACTING UNDER SECRETARY to GOVERNMENT, Revenue Department.

SIR,—Referring to your letter No. 6255 of 1882, dated 11th September, and of our reply thereto, dated 23rd of the same month,

the Committee desire me to call your attention to the fact that the promised returns have not yet been published.

His Excellency in Council was kind enough to promise that a statement of the area under cotton cultivation would be published for each District and Native State as soon as possible after the crop was sown, and subsequently another statement giving the condition of the crops as soon as the prospects were pretty well assured.

I am asked to remind you that not only has the planting long ago been finished in all the Bombay districts except perhaps in Darwar, but that the crop is now well advanced, and some of it is beginning to arrive in the market. A statement now of the probable yield of the crop would be of extreme value to all engaged in the cotton trade, and I have respectfully to suggest that the attention of the various district officers should again be called to the question, and that they be requested to make the returns without further delay.—I have, &c.,

D. WATSON, Acting Secretary.

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No. $\frac{4333}{264}$

NAGPUR, *24th November*, 1882.

From J. B. FULLER, Esq., C.S., Offg. Director of Agriculture, Central Provinces, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward a return indicating the estimated area under cotton in each district of these Provinces during the current year, as compared with the actual area under cotton last season. The figures for the current year are derived from returns roughly compiled by village accountants so soon as the cotton plants were well above ground, and are liable to correction when the village crop returns have been properly checked and filed. It is believed, however, that they represent any differences between the area under cotton in the two years with sufficient accuracy for the purposes for which you require them.

2. The return also contains columns purporting to show the outturn of cleaned cotton in lbs. per acre which is estimated for the crop at present standing as compared with the outturn actually gathered last year. It is feared that these figures are anything but trustworthy, and the most for which they may be relied upon is an approximate indication of the relative productiveness of the present season's crop as compared with that of 1881.

3. The estimated area under cotton during the present season is short of that under cotton in 1881 by 44,036 acres or 7 per cent. This decrease is, however, wholly accounted for by a large falling off in the cotton area reported from the Chhattisgarh division, and, if this division be excluded, the area under cotton is almost exactly the same in both years. And it is by no means certain that the decrease in cotton cultivation reported from Chhattisgarh is not exaggerated, and it is probable that the estimate will be considerably modified when the returns are properly compiled and checked later on in

the year. The only districts, however, which are of commercial interest as cotton producers, are Wardha, Nagpur, and Chanda, which together contain 54 per cent. of the total area under cotton in the Provinces, and in these districts cotton is reported as occupying during the present season a slightly larger area than in 1881. A noticeable feature in the return is the large increase in the area under the cold weather cotton (known as Jari) in Chanda, which supplies the want of Hinganghat with what is reputed to be its finest quality of cotton.

4. A comparison of the estimated outturn per acre with those returned as the actuals for the preceding year will show very clearly the hopeful prospects of the present season. The general average outturn anticipated for the province is 66 per cent. in excess of that gathered in 1881, and in the Wardha, Nagpur, and Chanda districts half as large a crop again is expected as that of the preceding year. Heavy rain at the commencement of the monsoon is reported in some cases to have hindered sowing and in other cases to have done some damage by swamping the young plants. This was, however, more than compensated for by a long break in August which allowed of the careful weeding so essential to a good cotton crop. The Deputy Commissioner of Nagpur writes "that it is believed that the cotton crop this year will be a splendid one," and the Deputy Commissioner of Wardha that "very bright hopes are at present entertained of the crop." And it is also reported from the Saugor district, in the north of the Provinces, that "an excellent crop will in all likelihood be secured."

5. I regret the delay which has occurred in the preparation of this forecast. Efforts will be made to collect the returns of area by an earlier date next year, and also to secure, if possible, more reliable estimates of the outturn per acre.—I have, &c.,

J. B. FULLER,
Offg. Director of Agriculture, C. P.

*Return showing the estimated area under cotton and the outturn expected per acre in the districts of the C. P. for the year beginning* 1st *July*, 1882.

| Districts. | Varieties of Cotton. | | | | | | | | | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ordinary. | | | | Jadi. | | | | Total. | | | | |
| | Acres. | | Outturn per Acre of Cleaned Cotton. | | Acres. | | Outturn per Acre of Cleaned Cotton. | | Acres. | | Outturn per Acre of Cleaned Cotton. | | |
| | 1881. | 1882. | 1881. | 1882. | 1881. | 1882. | 1881. | 1882. | 1881. | 1882. | 1881. | 1882. | |
| | | | lbs. | lbs. | | | | | | | lbs. | lbs. | |
| Nagpur ... ... ... ... | 1,01,166 | 93,217 | 29 | 40 | ... | ... | ... | ... | 1,01,166 | 93,217 | 29 | 40 | |
| Bhandara ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Chanda ... ... ... ... | 16,751 | 11,204 | 47 | 58 | 8,388 | 13,918 | 28 | 60 | 25,139 | 25,122 | 42 | 57 | |
| Wardha ... ... ... ... | 2,13,042 | 2,24,876 | 27 | 53 | ... | ... | ... | ... | 2,13,042 | 2,24,876 | 27 | 53 | |
| Balaghat ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Jubbulpore ... ... ... | 22,919 | 23,942 | 67 | 77 | ... | ... | ... | ... | 22,919 | 23,942 | 67 | 77 | |
| Saugor ... ... ... ... | 37,931 | 36,241 | 36 | 38 | ... | ... | ... | ... | 37,931 | 36,241 | 36 | 38 | |
| Dauroh ... ... ... ... | 14,102 | 13,802 | 14 | 16 | ... | ... | ... | ... | 14,102 | 13,802 | 14 | 16 | |
| Seoni... ... ... ... | 6,686 | 8,540 | 62 | 75 | ... | ... | ... | ... | 6,686 | 8,540 | 62 | 75 | |
| Mandla ... ... ... ... | 530 | 530 | 50 | 53 | ... | ... | ... | ... | 530 | 530 | 50 | 53 | |
| Betul ... ... ... ... | 2,617 | 1,910 | 43 | 49 | ... | ... | ... | ... | 2,617 | 1,910 | 43 | 49 | |
| Chindwara ... ... ... | 45,408 | 45,975 | 11 | 13 | ... | ... | ... | ... | 45,408 | 45,975 | 11 | 13 | |
| Hoshangabad ... ... ... | 11,577 | 12,885 | 11 | 23 | ... | ... | ... | ... | 11,577 | 12,885 | 11 | 23 | |
| Narsinghpur ... ... ... | 46,204 | 44,510 | 33 | 67 | ... | ... | ... | ... | 46,204 | 44,510 | 33 | 67 | |
| Nimar ... ... ... ... | 42,861 | 45,614 | 40 | 36 | ... | ... | ... | ... | 42,861 | 45,614 | 40 | 36 | |
| Raipur ... ... ... ... | 27,295 | 15,698 | 23 | 30 | ... | ... | ... | ... | 27,295 | 15,698 | 23 | 30 | |
| Sambalpur ... ... ... | 35,484 | 18,000 | 20 | 16 | ... | ... | ... | ... | 35,484 | 18,000 | 20 | 16 | |
| Bilaspur ... ... ... ... | 33,070 | 16,633 | 21 | 21 | ... | ... | ... | ... | 33,070 | 16,633 | 21 | 21 | |
| Total... | 6,57,643 | 6,13,607 | ... | ... | 8,388 | 13,918 | ... | ... | 6,66,031 | 6,27,525 | ... | ... | |

J. B. FULLER,
Officiating Director of Agriculture, C. P.

# APPENDIX H.

## NEGOTIABLE INSTRUMENTS ACT OF 1881.

No 2580 OF 1882.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 15*th July*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copy of a letter* received from the Government of India relative to difficulties experienced in carrying out the provisions of Sections 108, 109, and 113 of Act XXVI. of 1881 (the Negotiable Instruments Act, 1881), and to request that you will be so good as to move the Chamber of Commerce to favour this Government with their views on the proposals made by the Supreme Government in paras. 4 and 5 of their letter after consultation with such bankers and merchants as the Chamber may consider it desirable to consult.—I have, &c.,

*No. 11—878, dated 23rd June, 1882.

J. MONTEATH,
Acting Under-Secretary to Government.

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Letter from the Secretary to the Government of India, Home Department, Judicial, No. 11—878, dated 23rd June, 1882.

"I am directed to invite attention to Sections 108 and 109 of Act XXVI. of 1881 (The Negotiable Instruments Act, 1881), which require that the person who intends to accept *supra protest* a bill of exchange which has been noted or protested for non-acceptance or for better security should appear in person before a notary to make the declaration prescribed by those sections, and that, unless he does so appear, his acceptance shall be a nullity. It has been brought to the notice of the Government of India that practical difficulties are experienced in carrying out this provision of the law. Persons who are otherwise willing to accept a bill which has been noted or protested for non-acceptance or for better security refuse to go before a notary and make the required declaration in his presence; and Bank Directors and others are naturally unwilling to undertake the responsibility of recognising their legally incomplete acceptances.

"2. In order to remedy this state of things it has been suggested either—

(1) to amend Act XXVI. of 1881, so as to render an acceptance *supra protest* binding without the formality prescribed by Sections 108 and 109; or

(2) to appoint one or more employés of the Banks to be

notaries public under the Act, so that persons willing to accept bills held by the Bank would not be obliged to appear before any outside officer.

"3. There is reason to believe that the provisions of Sections 108 and 109 of the Negotiable Instruments Act, in so far as they require the acceptor *supra protest* to present himself in person before a notary, are not in accordance with mercantile usage—at least as established in England; but that the usual practice is to send a clerk or agent to observe the necessary formalities on behalf of the acceptor.

"4. Under these circumstances I am to request that, with the permission of His Excellency the Governor in Council, you will be good enough to obtain and submit to the Government of India the opinion of respectable bankers and merchants, and of such other persons as may be qualified to Judge, as to whether the preliminary formalities required by Sections 108 and 109 of Act XXVI. of 1881 are of any real value ; and if not, whether a modification of the Act is either necessary or desirable to bring the law into conformity with the ordinary practice in this country. Similar information with reference to the requirements of Section 113 in the case of a person making payment for honour should also be furnished.

"5. In the meantime, with a view to the removal of the inconvenience which it is understood exists at present, the Government of India are prepared to take into consideration the expedient of appointing temporarily one or more of the principal employés of any Bank to be notaries public under Section 3 of the Act. I am accordingly to request that the names and designations of any officers whom the Directors would desire to see so appointed, whether at the head-quarters of the banks or at their mofussil branches, may be reported."

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No. 5789.

BANK OF BOMBAY, 28*th July*, 1882.

DAVID WATSON, Esq., Officiating Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—With reference to Resolution No. 2,579 by the Government of Bombay, Financial Department, under date 15th instant, regarding the Negotiable Instruments Act No. XXVI. of 1881, I am instructed by the Directors to hand you copy of the Bank's letter to the Government of India, dated 25th March last.

Copy of letter from the Government of India to the Bank, dated 17th April last.

Copy of the Bank's letter to the Government of India, dated 27th April last.

And copy of the Bank's letter of this date to the Government of Bombay in answer to the reference made in the Resolution above quoted.

I am to request you will be good enough to submit these papers to

the Chairman and Committee of the Chamber, and to express the hope of the Directors that they will feel themselves in a position to support the suggestions made by the Bank for the amendment of the Act.—I am, &c.,

M. BALFOUR, Secretary and Treasurer.

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No. 38.

BANK OF BOMBAY, *25th March*, 1882.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I am instructed by the Directors of this Bank to bring to your notice the working of Sections Nos. 108 and 109 of the Negotiable Instruments Act No. XXVI. of 1881.

This Bank does a very large business in hoondies or native-drawn bills in Oriental languages.

The major portion of these hoondies have other names besides those of the drawer and drawee upon them.

When a hoondie remitted to the Bank by a Branch is refused acceptance, intimation is given by wire, and the practice hitherto has been for the purchaser of the hoondie to obtain a chit from the shroff from whom he purchased it to his correspondent in Bombay to accept the hoondie, or the seller of the hoondie to the Bank has obtained such a chit from the drawer, payee or endorser prior to himself and handed it to the Bank.

In any way the hoondies which have been refused acceptance, after being noted, have in almost every instance been accepted and duly paid.

Section 108 provides that "unless the person who intends to accept *supra protest* first declares, in the presence of a notary, that he does it for honour, and has such declaration duly recorded in the notarial register at the time, his acceptance shall be a nullity."

The local shroffs positively refuse to go to a notary or to make any declaration before him. Every pains have been taken to explain the object of the Act, but the invariable answer has been, I am willing to accept the hoondie and to pay on due date, but I will not go before a notary.

A valuable business is thus jeopardized.

The Directors are advised that no local usage exists with reference to hoondies such as is referred to in the saving clause of Section 1 which alters the effect of Sections 108 and 109.

The Directors cannot take the responsibility of receiving as an acceptance what by the Act is declared to be a nullity.

Chapter XI. of the Act contains other sections which are opposed to the practice here, notably Nos. 112 and 113.

I am, therefore, instructed by the Directors to beg you will be

pleased to move His Excellency the Governor General in Council either

to alter Act XXVI. of 1881, so as to render an acceptance given to a hoondie noted for non-acceptance, binding without any formality of any kind,

or to specially exempt hoondies from the operation of the Act,

or to appoint one or more employés of the Bank notaries public under the Act, so that they shall be enabled without much trouble to get the necessary admissions from a shroff who intends to accept for honor.

I am also instructed to bring to your notice that it seems essentially necessary a notary public should be appointed wherever a Branch of the Bank is working, as otherwise it is impossible that the requirements of the Act can be complied with, and to suggest that failing other competent officers, the Agents of the Bank themselves should be nominated notaries public for the purposes of Act XXVI. of 1881.—I have, &c.,

M. BALFOUR, Secretary and Treasurer.

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No. 500.

SIMLA, 17*th April*, 1882.

From D. FITZPATRICK, Esq., Secretary to the Government of India, Legislative Department, to the SECRETARY to the BANK of BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 38, dated the 25th ultimo, bringing to notice certain difficulties experinced by the Bank of Bombay in conforming to the provisions of the Negotiable Instruments Act No. XXVI. of 1881.

2. Before considering the proposals made in your letter for amending the Act, the Government of India would be glad to be placed in possession of the legal opinion which the Bank appears to have taken in reference to the saving clause of Section 1, and I am accordingly to request that, if you see no objection, you will favour me with a copy of the same.

3. I am also to request, with reference to the alternative suggestion made in your letter, namely, that one or more employés of the Bank should be appointed notaries public under the Act, that you will inform me what class of their officers the Bank would wish to be so appointed, in the city of Bombay and in mofussil towns in which Branches of the Bank are established ; in particular, whether it should be the Agent who conducts the business of the Bank.—I have, &c.,

D. FITZPATRICK
Secretary to the Government of India.

No. 41.

BANK OF BOMBAY, *27th April*, 1882.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I have the honor to acknowledge the receipt of your letter No. 500 of the 17th instant.

The compass and effect of the Negotiable Instruments Act No. XXVI. of 1881, so far as hoondies are concerned, was talked over and discussed with the Bank's Solicitors, and in writing a letter for the information and advice of the Directors, they said,—

"We are not aware of any 'local usage' with reference to hoondies, such as is referred to in the saving clause of Section 1, which alters the effect of the abovementioned sections in hoondies."

We have taken no other opinion on the subject, and the Solicitors do not consider it necessary to take one.

The practice which affects hoondies in this bazaar is very various. It is not usual for a shroff to accept a hoondie for a native. A note by drawee is taken of the holder's name and the amount of the hoondie, and it is returned with merely the date of presentation written on it. Acceptance is given in the usual form to hoondies held by this Bank, and if it be refused, the hoondies are handed to the Bank's Solicitors to be noted for non-acceptance.

It is understood, however, that the Bengal Bank Agency is not in the habit of taking the notarial step in respect of hoondies which are refused acceptance.

It seems, therefore, sufficiently evident that there can be no "local usage," regarding the acceptance of hoondies.

I ought perhaps again to allude to the system of accepting on the delivery of Ziery Chits from an endorser or the drawer referred to in my letter of the 25th, but it is considered doubtful whether the practice could be established at law as a "local usage."

At the Head Office of the Bank the Directors would wish the Deputy Secretary and the head of the Hoondie Department to be appointed by Government notaries public under the Act, and at the Branches the Agent and Shroff. The appointment of two officers at each banking centre is to provide against sickness or temporary absence.—I have, &c.,

M. BALFOUR, Secretary and Treasurer.

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No. 45.

BANK OF BOMBAY, *28th July*, 1882

To the CHIEF SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of Government Resolution No. 2579, dated 15th instant, handing copy of a letter from

the Government of India regarding the working of certain clauses of the Negotiable Instruments Act No. XXVI. of 1881, and inviting the opinion of the Directors on the proposals made by the Government of India in paragraphs 4 and 5 of their letter.

I am instructed in reply to say that the effect of the Act has received the earnest and careful consideration of the Directors, and they regret to say that in their experience it is impossible to work a hoondie exchange business in accordance with the provisions contained in chapter XI. of the Act.

They apprehend that, although it is not so stated, the reference by the Government of India has originated in representations made regarding the impossibility of inducing shroffs who propose to accept for honour to make in the first instance the declaration required by the Act in the presence of a notary public ; and otherwise to comply with its conditions.

If this be so, and if the objections to the Act arise solely from the difficulties which it creates in dealing with shroffs, although the scope of the Directors' opinion seems to be limited by the Government Resolution, they venture to suggest that the simplest mode of removing all opposition would be by erasing from Chapter I., section 1, lines 7 and 8, the words "affects any local usage relating to," as well as the whole of the provision which follows, contained in lines 9 to 13 beginning with "provided" and ending with "Act."

The effect of this alteration will be, the Directors believe, to exclude hoondies from the operation of the Act, and to leave all dealings in them on the same footing as they stood prior to its receiving the assent of His Excellency the Governor General in Council. The Directors have had a very long experience in such business : it has been conducted by the Bank since its establishment, and although large sums have been bought yearly on the three Presidencies, no loss of any amount has been sustained up to the present time.

If, however, the Government of India is unwilling to exclude hoondies from the operation of the Act, the Directors are of opinion that the provisions of Sections 108 and 109 which require that any one who desires to accept for honour a hoondie that has been noted or protested for non-acceptance, or for better security, shall appear before a notary public, in his presence subscribe the bill with his own hand, and declare that he accepts *supra protest* for the honour of a certain party to the bill whom he must name, or generally, are unworkable ; and that the penalty attached to a breach of these provisions—the nullity of the acceptance is unusual, excessive and injurious to trade.

The Directors are also of opinion that it would be well to alter Section 113 of the Act, but as no penalty is attached to the non observance of its conditions, and as the Bank's interest in a hoondie ceases when payment is made, they have no special reason for pressing this course.

In practice, too, the Directors desire to record that no exceptor for honour of a hoondie which has been noted for non-acceptance requires, prior to payment, that the hoondie shall be presented to the drawee, and if dishonoured by him, noted or protested for non payment. Were the Bank to pursue such a course, as required by Section 112, it could

not recover the notarial charges. In dealing with European acceptances the Directors have had no occasion to call into requisition the conditions of the Negotiable Instruments Act, but as these have been already shown to be impolitic, they think it desirable they should be altered in conformity with what has hitherto been the practice in India, and what is still believed to be the practice at home.

1. The Directors notice that a draft Negotiable Instruments Act was considered by the local Chamber of Commerce in 1877, and that since its report was forwarded to Government, almost all the provisions regarding acceptance and payment for honour, &c., have been materially altered. The Directors venture to say that if the object of a reference to a Chamber of Commerce is to obtain the opinion of those practically engaged in the work of which the Act treats, it is to be regretted that the Negotiable Instruments Act 1881 was not like its predecessor of 1877 submitted for the opinion of the Chamber of Commerce.

2. In regard to para 5 of the letter from the Government of India the Directors desire me to say that they have no wish to interfere with the natural functions of notaries public, but should there be any probability that much time will be required to make the necessary or suggested alterations in the Negotiable Instruments Act, they beg to enclose a list of the names and designations of the officers of the Bank whom they request that His Excellency the Governor General in Council will be pleased to appoint as notaries public under Section 3 of the Act.—I have, &c.,

M. BALFOUR, Secretary and Treasurer.

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*Head Office.*

| | |
|---|---|
| William Fraser | Deputy Secretary and Treasurer. |
| Ghellabhai Harridas | Bill-keeper. |

*Branches.*

| | |
|---|---|
| Hugh Fraser | Agent at Ahmedabad. |
| Bhugwandas Purshotumdas | Shroff at do. |
| Harry H. Hynes | Agent at Broach. |
| Rustomjee Pallonjee | Shroff at do. |
| James Grant | Agent at Kurrachee. |
| Bomanjee Byramjee | Shroff at do. |
| F. W. Bentley | Agent at Oomrawuttee. |
| Bhicajee Merwanjee | Shroff at do. |
| D. K. Maclean | Agent at Poona. |
| Pallonjee Nusserwanjee | Shroff at do. |
| C. H. Mein | Agent at Khangaum. |

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No. 190 OF 1882.

BANK OF BOMBAY, *8th August*, 1882.

DAVID WATSON, Esq., Officiating Secretary, Chamber of Commerce, Bombay.

DEAR SIR, With reference to my letter No. 3789, of the 28th ultimo, regarding the provisions of the Negotiable Instruments Act

No. XXVI. of 1881, I beg to enclose copy of a letter to my address from all the principal shroffs in Bombay, and request you will be pleased to submit it to the Chairman and Committee of the Chamber for their information.

I am sending the letter in original to the Government of Bombay for transmission to the Government of India.—I am, &c.,

M. BALFOUR, Secretary and Treasurer.

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BOMBAY, 1*st August*, 1882.

To the SECRETARY and TREASURER, Bank of Bombay, Bombay.

DEAR SIR,—We have to thank you for the correspondence which you have had with Government in respect to Sections 108, 109, 112, and 113 of the Negotiable Instruments Act of 1881, explained to us yesterday; and while fully approving the observations made by the Directors, we each and all beg to express that it will facilitate both trade and banking business were the hoondies or bills of exchange written in any of the Oriental languages excluded from the operation of the Act.

We also request you will represent to Government to amend Sections 112 and 113, so as to leave the hoondies in the same position as they were before the Act came into force.—We beg to remain, dear Sir, yours faithfully,

GUNESHDAS KRISHNAJEE.
GOVINDAS LUCHMONDASS.
GUNESH VINAYECKJEE.
TARRACHUND GHUNSAMDAS.
TARRACHUND SITTARAM.
TARRACHUND LUCHMINARAIN.
SUMRUTHRAI KHETSIDAS.
LUCHMONDAS BHIKUNCHUND.
GUNESHDAS THAKORDAS.
NANISOOK MOOLTANCHUND.
MOTILAL BALKISONDAS.
JOHARMUL SOOMIRMULL.
JOHARIMUL DULSOOKRAI.
RAMPERTAB HURBILLAS.
GUNABHERCHUND MYHRAJ.
OOMAPUTY VISHIVNATH.
BINODIRAM BALCHUND.
RAMSOOK MOTILAL.
FAKIRCHUND KALOORAM.
SHRIRAM SEWDUTRAI.
DOWLUTRAM FOOLCHUND.
HIMATRAM HURDEVDAS.
KHETSIDAS HURMOOKRAI.
ANOPECHUND NOWRUNGRAI.
GOOLABRAI MUNGULCHUND.
BUXIRAM KOONJLAL.
SEWRAM KHOOSALCHUND.
DEWKURN RAMBILLASS.
THAKOOSEEDAS SEWSA.
JAISRAJ CHETRAM.
KIRPARAM HIMUTRAM.
GOOLRAJ SINGANI.
HURNARAIN MANECKRAM.
HURRUKHCHUND FOOLCHUND.
RUGHOONATH JUGGONATH.
JOHARMUL MOOLCHUND.
SEWNATH RAMNATH.
BUDRIDAS SHRIKISON.
KHIMRAJ GOVERCHUND.
SUDASOOK GUMBHIRCHUND.
BUNSILAL ABIRCHUND.
GUNESHLAL SUBBAGMUL.
SEWLAL MOTILAL.
LUCHMONDAS SEWDAS.
SHRIRAM MOTTA.

No. 186 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *12th September*, 1882.

To the SECRETARY to GOVERNMENT in the Financial Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letters No. 2580 of 1882, dated 15th July, and No. 3282 of 1882, dated 28th August last, calling the attention of the Chamber to copy of a letter from the Government of India on the subject of the difficulties experienced in carrying out the provisions of Sections 108, 109, and 113 of Act XXVI. of 1881 (The Negotiable Instruments Act).

The matter has had the earnest and careful consideration of the Chamber, and I am instructed to send you the following reply. Sections 108 and 109 require that the person who intends to accept *supra protest* a bill of exchange which has been noted or protested for non-acceptance or for better security should appear in person before a notary to make the declaration prescribed by those sections, and that unless he does so appear, his acceptance shall be a nullity.

The Chamber are of opinion that these preliminary formalities are of no real value whatever, and in practice they are difficult and vexatious—and it is generally impossible to carry them out.

They, therefore, recommend the Government of India to adopt the proposal marked (1) in their letter of 23rd June, and

"to amend Act XXVI. of 1881, so as to render an acceptance *supra potest* binding without the formality prescribed by Sections 108 and 109."

This is in every way preferable they consider to the proposal marked (2),

"to appoint one or more employés of the Banks to be notaries public under the Act, so that persons willing to accept bills held by the Bank would not be obliged to appear before any outside officer."

With regard to Section 113 of the same Act which provides for certain formalities in the case of payment being made for honour, the Chamber recommend that the section should be cancelled and taken out of the Act altogether. In their opinion it is of no benefit or security to any one, and it imposes an obligation which is often difficult, if not impossible, to carry out without inconvenience.

I am further instructed to say that some correspondence that has passed between the Government of India and the Bank of Bombay, and also a letter from the Bank, dated 25th March, 1882, on this subject have all been laid before the Chamber. The Chamber desire me to say that the observations and suggestions made in these letters have all their concurrence and support, and they trust they will receive careful consideration from the Government of India.

They specially desire to call the attention of the Government of India to the following observations in the Bank's letter.

"The Directors notice that a draft Negotiable Instuments Act was considered by the local Chamber of Commerce in 1877, and that since its report was forwarded to Government almost all the provisions regarding acceptance and payment for honour, &c., have been materially altered. The Directors venture to say that if the object of a reference

to a Chamber of Commerce is to obtain the opinion of those practically engaged in the work of which the Act treats, it is to be regretted that the Negotiable Instruments Act 1881 was not like its predecessor of 1877 submitted for the opinion of the Chamber of Commerce." In these remarks the Chamber most heartily concur.

The Special Committee, appointed by the Chamber to consider the Act in 1877, went through the draft Act submitted to them with great care and minuteness, and they regret very much to see that their representations received at Simla apparently no consideration whatever. Numerous changes and additions were afterwards introduced, which materially altered the character of the Act, and these were apparently never in any form submitted to the criticism of the mercantile community whose interests and convenience are immediately affected. It seems, therefore, to the Chamber that it is mere waste of time and labour to send in representations that are never attended to, or to report on a draft Act which is to be altered in most important points before it becomes law. In an Act like the present which so immediately affects the mercantile community, the Chamber most respectfully submits that all important additions and alterations ought to have been again submitted to their consideration, if the effect of doing so is intended to be anything more than an empty form.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX I.

## RULES FOR THE LANDING AND STORING OF PETROLEUM UNDER ACT VIII. OF 1881.

No. 585 OF 1882.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 17*th February*, 1882.

From J. NUGENT, Esq., C.S., Acting Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter of the 15th instant, and, as requested therein, to forward herewith, for the information of the Chamber, a copy of the Draft Rules under the Petroleum Act VIII. of 1881, submitted to the Government of India for sanction under Section 18 of the Act.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

*Accompaniment to Government Resolution No.* 232, *dated* 25*th January*, 1882, *General Department.*

### DRAFT RULES UNDER THE PETROLEUM ACT VIII. OF 1881.

UNDER SECTION 7.

1. *Clause (a) of Sec. 7 of the Act.*—Any person desiring to import a larger quantity than 40 gallons of dangerous Petroleum shall obtain a License from the Local Government before causing such dangerous Petroleum to be shipped, and shall furnish the Master of the Vessel by which such dangerous Petroleum is shipped with full particulars as to its quantity and character and as to the numbers and marks of the packages in which it is contained.

2. The Master of every Vessel having Petroleum on board shall be bound on arrival to inform the Pilot or the Customs Boarding Officer of the fact, and also whether any, and if any what, portion of his cargo consists of dangerous Petroleum.

3. The Master of every Vessel having Petroleum on board shall further be bound to declare in his Import General Manifest full particulars as to the general description, the quantity, the flashing point certified by manufacturers, and the consignees' and shippers' names, of every different lot or brand of Petroleum on board.

4. *Clause (b) of Sec. 7 of the Act.*—Samples of each such lot or

brand shall be furnished to the Customs Collector, and his permission obtained before the discharge of any Petroleum shall be commenced.

5. The Customs Collector shall, before giving such permission, require the Consignee or Owner of the lot or brand in question to furnish a Bill of Entry under Section 86 of the Sea Customs Act VIII. of 1878, declaring, in addition to the particulars required by Section 29 of the same Act, that the Petroleum of which the lot or brand consists is or is not dangerous Petroleum, according to the definition laid down in the Petroleum Act VIII. of 1881.

6. If the lot or brand is declared to be dangerous Petroleum, discharge shall not be allowed to proceed until the License of the Local Government to its importation and transportation or possession as required by Section 4 of the Petroleum Act,—or if the quantity be less than 40 gallons, the License of the Officer specified in Clause 22 of these Rules,—to its possession or transportation, shall have been produced.

7. If the lot or brand is declared to be not dangerous the Customs Collector shall cause the samples furnished to him, as provided above —Clause 4—to be tested by the proper Officers of Customs, and if the result is in accordance with the declaration, shall allow discharge to proceed. Provided that he shall further cause such additional samples as he may consider necessary, to assure himself of the uniform character of the lot or brand in question, to be taken from the cargo as it is broken out and to be similarly tested.

8. If any sample furnished or taken and tested as above provided shall be found by the Customs Testing Officer to be dangerous Petroleum, further discharge of the lot or brand which it represents shall be suspended, and the sample, together with such additional samples not exceeding two per thousand cases of the same lot or brand as the Consignees may demand, shall be forwarded for test to the Chemical Analyser to Government in Bombay, and in Aden and Karachi to the local Civil Surgeon.

9. The Customs Collector may, however, cause or permit any lot or brand of Petroleum which cannot, in his opinion, be otherwise satisfactorily sampled and tested, to be discharged and landed for the purpose at any place he may approve, subject to the provisions of Clauses 17 to 21 of these Rules, and there kept in Customs charge at the expense and risk of the Consignee or Owner till such time as it shall have been decided whether the lot or brand in question is or is not dangerous.

10. In respect of any lot or brand which the Customs Testing Officer refuses to pass as dangerous, the decision of the Chemical Analyser to Government or the Local Civil Surgeon, as the case may be, upon the samples submitted to him as provided in Clause 8 of these Rules shall be final, and the disposal of the entire lot or brand represented by such samples shall be governed by such decision.

11. If the reports of the Chemical Analyser to Government or the Local Civil Surgeon, as the case may be, upon the samples submitted to him shall be such as to indicate that two or more qualities of Petroleum are present in any lot or brand covered by one declaration, and if such different qualities be indistinguishable from one another

by means of marks, mode of packing or appearance of the outer cases, then if any *one* of the different qualities found to be present shall be decided to be dangerous, the whole lot or brand in question shall be treated as dangerous.

12. No Petroleum shall be removed from any wharf or place at which it shall have been landed under the provisions of Clause 7 or Clause 9 of these Rules, until the whole lot or brand to which it belongs shall have been so far tested as the Customs Collector considers to be necessary to determine that it is not dangerous, and his permission given for its removal.

13. If any Petroleum shall be decided, after it has been landed, to be dangerous Petroleum, the Customs Collector shall, unless the Licenses required under Clause 6 of these Rules be produced within 14 days of such decision, give intimation to the nearest Police Station, with a view to the prosecution of the persons concerned in its importation.

14. *Clause (c) of Sec. 7 of the Act.*—Petroleum shall be imported by sea only at Bombay, Karachi and Aden. Provided that nothing in this Rule shall be held to prohibit transport by sea to any Port in the Bombay Presidency of any Petroleum duly imported at any of the three Ports above named, or at any duly authorized Port in any other Presidency.

15. *Clause (d) of Sec. 7 of the Act.*—Every vessel carrying a full cargo of Petroleum or having more than 40 gallons of dangerous Petroleum on board, shall be anchored outside the shipping, or in such special position as the Port Officer may direct.

16. Petroleum shall only be discharged, landed and shipped between sunrise and sunset on working days.

17. Petroleum known to be dangerous Petroleum shall not be discharged, landed, or shipped except in the morning between sunrise and 10 a.m., and in the evening between 3 p.m. and sunset, and shall not be mixed during the process of discharge, landing or shipment, with any Petroleum not dangerous.

18. Petroleum shall be landed only at such wharves or places as may be set apart with the sanction of Government for dangerous, and not dangerous, Petroleum respectively.

19. Petroleum, for the immediate removal of which as it is landed permission has not been given, shall be stored as it is landed, at the expense and risk of the owners, entirely apart from other goods,—until the permission of the Customs Collector to its removal has been obtained. No dangerous Petroleum shall be stored on the same wharf with other Petroleum.

20. No fires or lights shall be allowed on board any boat discharging, landing or shipping dangerous Petroleum, nor on any wharf where dangerous Petroleum is stored. All soldering operations on wharves where Petroleum is lying shall be carried on in the open air at a distance of at least 30 feet from the place where the Petroleum may be stored or lying.

21. Petroleum landed to be sampled and tested under the provi

sions of Clause 9 of these Rules shall for the purposes of Clauses 17, 18, 19, 20 above, be deemed to be dangerous Petroleum.

UNDER SECTION 9.

22. Whenever under the provisions of Sections 5 or 8 of the Act a License is required to possess or transport Petroleum, such License may be granted, in the case of Petroleum to be kept or transported within the limits of the Town and Island of Bombay, by the Municipal Commissioner for the City of Bombay, and in the case of Petroleum to be kept or transported within the limits of the Settlement of Aden, by the Political Resident at Aden, and, in the case of Petroleum to be kept or transported elsewhere, by the Collector or Deputy Commissioner of the District in which such Petroleum is to be kept or in or from which it is to be transported. The Municipal Commissioner or the Political Resident, or the Collector or Deputy Commissioner of the District as the case may be is, hereinafter, in these Rules designated as the "the Licensing Officer."

23. Every application for a License shall be in writing and signed by the applicant, and shall state the nature and quantity of the Petroleum in respect of which such License is required and whether the same is "Dangerous Petroleum" as defined in section 3 of the Act, and, in the case of "Dangerous Petroleum" shall also state (*a*) the purpose for which the applicant believes that such Petroleum will be used, (*b*) that Petroleum other than dangerous Petroleum cannot be used for such purpose, and (*c*) that such Petroleum is placed in separate glass, earthenware or metal vessels, each of which contains not more than a pint, and is securely stopped and bears an indelible mark or label in conspicuous characters stating the nature of the contents.

24. The following fees shall be charged for such Licenses, viz. :—

| | |
|---|---|
| For every License to keep Dangerous Petroleum from 3 to 40 gallons ... ... ... ... ... ... ... ... ... | Rs. 10 |
| For every License to transport Dangerous Petroleum from 3 to 40 gallons ... ... ... ... ... ... ... ... ... | ,, 2 |
| For every License to possess Petroleum not being dangerous Petroleum ... ... ... ... ... ... ... ... ... | ,, |
| For every License to transport Petroleum not being dangerous Petroleum ... ... ... ... ... ... ... ... ... | ,, |

25. The quantity of Petroleum which a License is to cover shall in each case be within the discretion of the Licensing Officer. Provided, however, that such quantity shall be clearly expressed in the License and shall not in the case of dangerous Petroleum exceed the limits prescribed by section 5 of the Act.

26. Such of the following conditions as the Licensing Officer may in each case deem necessary or expedient, may be inserted in such Licenses, viz. :—

*In the case of Licenses to possess Petroleum.*

That the Licensee shall be also the owner or occupier of the place named in the License.

That the Licensee shall permit no one to have access to the place named in the License without his permission.

That no fires or lights shall under any circumstances be permitted in any such place so long as there is any Petroleum therein.

*In the cases of Licenses to transport Petroleum.*

That the hours within which and the route by which and the mode in which the Petroleum may be transported shall be specified in the License.

That the Petroleum shall not be transported except in vessels of a kind to be specified in the License.

*In the case of all Licenses whether to possess or transport Petroleum.*

That the License shall not be transferable without the written sanction of the Licensing Officer endorsed thereon.

That any violation of the Act or of the Rules or of any of the conditions of the License shall (in addition to any penalties imposed or leviable under the Act) subject the Licensee to immediate forfeiture of the License.

That the Licensee shall be responsible in all respects for the acts or defaults of his servants or others employed by him in or about the keeping or transport of Petroleum.

27. No License to possess Petroleum shall continue in force after the 1st day* of August next, after the date on which the same is granted—unless a specific term be expressed in the License itself—and no License to transport Petroleum shall continue in force for a longer period than one month from the date on which the same is granted.

28. Upon the expiry of any License the same may be renewed at the discretion of the Licensing Officer by the grant of a new License in lieu of and in exchange for the expired License, and every such new License shall be subject to all the provisions contained in and prescribed by these Rules in respect to original Licenses. Applications for new Licenses to possess Petroleum must be made at least 15 days before the date of expiry of the original Licenses, so as to admit of the new Licenses (if granted) dating from the expiry of the original Licenses.

29. Every application for a License to possess Petroleum shall state with precision the nature and situation of the premises in which the same is proposed to be kept, and no License shall be granted unless the Licensing Officer is satisfied as to the suitability of such premises.

30. Every place in respect of which a License to possess Petroleum has been granted shall, so long as such License continues in force, be always open and subject to visitation and inspection by the Licensing Officer and all persons acting under his lawful authority in execution of the powers or duties conferred or imposed by the Act or by these Rules.

Every person managing, owning, occupying, or in charge of, such

* *Note.*—The date is fixed to correspond with the practice as to Abkari and other Licenses

place, shall, upon demand, aid and assist the Licensing Officer and persons aforesaid in such visitation or inspection.

31. Petroleum when being transported must be packed in closed metal, glass, or earthenware vessels, and shall be transported only in such mode as may from time to time be determined by the Licensing Officer, and shall be taken only by such route as shall be specified in the License.

32. The Licensing Officer and all persons acting under his lawful authority as aforesaid may at any time stop in transit any person transporting Petroleum, and may require production of the License under which the same is being transported, and may inspect any vehicle or thing in which he may have reason to suspect that any Petroleum is being transported, and examine the contents and packing thereof, and every person having charge of any Petroleum in transit shall, upon demand, aid and assist the Licensing Officer and persons aforesaid in such inspection and examination.

The following note should be inserted at the foot of the draft Rules under the Petroleum Act, No. VIII. of 1881, circulated with Government Resolution No. 232, dated 25th January 1882 :—

*N.B.*—Rules 22 @ 32 above have been framed under Section 9 of the Act for the possession and transport of Petroleum, dangerous and not dangerous ; and so far as they relate to dangerous Petroleum they will apply to the whole of the Bombay Presidency one month after their publication in the *Bombay Government Gazette*, while so far as they effect non-dangerous Petroleum they will have no effect until they have been specially applied to local areas in the manner prescribed by Section 1 of the Act.

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No. 93 of 1882.

BOMBAY CHAMBER OF COMMERCE, *2nd May*, 1882.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—The Committee of the Chamber have had under consideration the draft Rules issued by the Government of Bombay under the Petroleum Act VIII of 1881. These rules effect very materially a large and important trade, and the Committee hope the Government will not put them in force until the opinions of the mercantile community, as represented by the Chamber, has had full consideration. It will be seen from the following detailed remarks on the rules that they suggest many very important alterations and modifications. In making these suggestions they have had the assistance of all the largest importers of the articles, and it was the unanimous opinion that the original draft Rules, if carried out, would be a serious loss and hinderance to the trade. The Committee trust, therefore, that the following suggestions will receive from Government their favourable consideration. Taking the Clauses in order—

CLAUSE 1.—In this clause the Committee suggest no alteration.

CLAUSE 2 and 8 may be taken together. In both of them, in the opinion of the Committee a responsibility is thrown on the Master of the vessel, which belongs properly to the Consignee or Importer of the cargo. The Master cannot possibly acquaint himself with the quality of all the oil, or cargo of any kind indeed, that is shipped by his vessel, and it is unfair and undesirable to make him responsible for such declarations. They, therefore, suggest that the words Consignee or Importer of the cargo" be substituted for the word "Master" in both these clauses. They also suggest that in Clause 3 after the word "Manufacturers" the words "or Licensed Inspectors at the port of shipment" should be added. It being a well known fact that such certificates are invariably furnished at the port of shipment by Licensed Inspectors and not by the Manufacturers.

CLAUSE 4 TO 9 INCLUSIVE.—All these clauses being together, and the consideration of them is best taken at once. The regulations here laid down, the Committee think, undesirable and not consistent with the Act itself which was altered specially to meet the objections now to be urged by the Committee. The object of these Rules (Clauses 4 to 9) is to provide for cases where oil duly certified at the port of shipment as non-dangerous, is an analysis here declared to be dangerous by the Testing Officer. In the draft Bill of 1880 it was provided (No. 4—b) that Rules should be laid down by the Local Government and these were "To provide for the delivery by the Master of a ship of samples of such Petroleum and *for the testing thereof before such Petroleum* is landed from such ship." It was, however, pointed out to Government that this would lead to much delay in the unloading of the cargo in cases of disputed analysis and that Consignees might in consequence incur heavy liabilities and claims on the part of the ship for not removing their cargo. The clause was in consequence altered in the Bills before it became law, and the clause now stands altered as follows (7—b) "to provide for the delivery by the Master of a ship on the Consignees of the cargo of samples of Petroleum before such Petroleum is landed from such ship, and *for the testing thereof*" and was so altered in order that the oil might be landed and the ship cleared *before* and not *after* the testing had been effected. Clauses Nos. 4 to 9 in these draft Rules, however, clearly lay down that no landing shall take place at all except by the special permission of the Custom House Collector,—and 2nd that if any lot is declared dangerous by the Custom House Officers who tests the oil, "the discharge shall not be allowed to proceed, &c." Now it seems to the Committee that all these regulations are not intended by the Act that they are unnecessary and might be the cause of much loss and delay to merchants. In their opinion all "duly certified oil" ought to be allowed to *discharge at once* and without delay on to a special Bunder set aside for its use, and there be put under the

charge of the Custom House authorities till all questions of analysis were settled. They have every reason to believe that this can be done without any difficulty, and that the Port Trust have a bunder at command where all Petroleum could be landed and stored with perfect ease and without any danger to the community. To alter the draft Rules in accordance with this proposal.—

In Clause 4.—All words after "Customs Collector" should be omitted.

In Clause 5.—The words "before giving permission" should be deleted—the rest to stand as it is.

In Clause 6.—The words "discharge" should be deleted; "Removal from Customs limits" substituted.

In Clause 7.—They recommend the same alteration as in clause 6.

In Clause 8.—The words "discharge" should be deleted, and "further removal" substituted.

Clause 9 ought to come out altogether.

Clause 10.—The Committee approve of this clause generally, but they wish also to give it as their opinion that the way the testing is at present carried on in the Custom House is not altogether satisfactory. A special officer of proper scientific knowledge and especially practice in the use of delicate scientific instruments ought to be given sole charge of the department. They further recommend that the apparatus employed should be certified as correct by the London Petroleum Association, or some equally competent authority, and that the thermometers be Kew tested or certified so as to avoid all questions as to the accuracy of the instruments used.

The above is suggested by it having been brought to the Committee's notice (*a*) that in the case of a cargo recently imported into Bombay, widely different test results were obtained with Government apparatus on one and the same sample of oil throwing suspicion on the instruments or the mode of experiment, (*b*) that the apparatus used by Government differed in some details from other similar instruments in Bombay and gave different results, and (*c*) that the thermometers having been sent to the Government Observatory at Colaba to be tested, they were returned with the intimation that there were no proper means of testing thermometers in Bombay. The temperature of air in the place in which the test takes place, the Committee believe, also makes a considerable difference in the point of flashing.

Clause 11.—This clause may be necessary, but at the same time the Committee think that in such a case as that provided for under it, the Importer ought to have the option of having the whole of the oil tested in the

bulk provided he can arrange so as to have this properly done.

CLAUSE 12.—The words "or *clause* 9" must come out.

CLAUSE 13, 14, and 15 are all approved of.

CLAUSE 16.—They recommend leaving out the words "working days," as they see no reason why Petroleum under the special circumstances in which cargo is only allowed to be landed on holidays should not be landed on such as well as any other goods.

CLAUSE 17 is approved.

CLAUSE 18.—The Committee think that one wharf is quite enough for all kinds of Petroleum both dangerous and non-dangerous, and this clause should be altered accordingly. To put them in separate sheds and godowns is quite a sufficient precaution.

CLAUSE 19.—In accordance with remarks on previous clauses (especially Nos. 4 to 9) this clause, in the opinion of the Committee, is wholly unnecessary and ought to be omitted.

CLAUSE 20 is approved.

CLAUSE 21.—In accordance with the suggestions put forward in clauses (Nos. 4 to 9) this clause would require to be altered to the following, "Petroleum to be sampled and tested and declared to be non-dangerous by Consignees or Importers, be deemed to be non-dangerous Petroleum," or left out altogether.

CLAUSES 22 TO 32.—All approved.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 2154 OF 1882.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 10*th June*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copies of the papers noted in the margin, and to request you will be so good as to favour His Excellency the Governor in Council with the opinion of the Chamber of Commerce as to the suitability of Abel's Test, prescribed in the Schedule to the Petroleum Act, in India.

Government Resolution No. 2130, dated 9th June, 1882, & the papers therein referred to.

2. I am to request that the opinion of the Chamber may be communicated to Government within the next two or three days as the Government of India have asked for an immediate answer on the subject.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

## *The Petroleum Act VIII. of* 1881 : *Abel's Test prescribed in the Schedule to*—.

No. 2130.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *9th June*, 1882.

Memorandum from the Government of India, Home Department, Judicial, No. 713, dated 26th May 1882—Forwarding the following copy of their letter No. 712 of the same date, to the Government of Bengal, together with copy of the papers marginally noted, and requesting that reports similar to those called for in paragraph 4 of their letter to the Government of Bengal may be obtaind from the most experienced analysts in the Bombay Presidency and submitted for the information of the Government of India :—

Telegram from Secretary of State, dated the 11th May, 1882.
Telegram to Government of Bengal, dated the 15th May, 1882.
Telegarm from Government of Bengal, dated the 16th May, 1882.
Telegram from Secretary of State, dated the 16th May, 1882.
Telegram to Government of Bengal, dated 18th May, 1882.

"In continuation of my telegram dated the 18th instant, regarding the testing of some consignments of Petroleum recently imported into Calcutta, I am directed to say that a telegram* has since been received from the Secretary of State upon the same subject.

* Dated the 22nd May, 1882.

"2. It is therein stated that Messrs. Abel and Redwood, the best authorities on the subject, report on being consulted, that Abel's test prescribed in the Schedule to the Petroleum Act VIII. of 1881 is owing to conditions of climate so uncertain as to be inapplicable to India. The Petroleum trade is a large and important one and heavy losses are involved in the strict application of the present test. The telegram proceeds as follows :—

'Act is, therefore, unsuitable and must be amended as soon as possible. This should receive your earliest consideration. Mean while to meet cases of cargoes arrived and now afloat, could not short Act be passed forthwith admitting such cargoes on test of public inspector, New York? Redwood states that Petroleum so admitted would certainly not be less safe than that hitherto imported.

"3. The Government of India have accordingly decided to pass, as an *ad interim* measure, a temporary Act admitting without further test in India imported Petroleum certified to by any public or State inspector in America not to flash below 100°, open test, or 73°, Abel's test ; and the Secretary of State has been so informed. At the same time His Lordship has been asked to send full instructions regarding the supposed inapplicability of Abel's test in India and for information as to any suitable permanent test.

"4. Pending the receipt of the above information, I am directed to request that, with the permission of His Honour the Lieutenant-Governor, you will be good enough to obtain and submit, at the

earliest possible date, careful reports on the question of tests applicable to this country from the most experienced analysts in Bengal."

RESOLUTION.—Copies of these papers should be forwarded to the Surgeon-General with the Government of Bombay with a requeet that he will be good enough to obtain from the Chemical Analyser to Government and such other experienced analysts as he may think it desirable to consult, the reports called for by the Government of India, and submit them at his early convenience to Government.

2. Copies should also be forwarded to the Commissioner of Customs, Opium and Abkari for the favour of his opinion.

J. MONTEATH,
Acting Under-Secretary to Government.

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TELEGRAMS.

*11th May*, 1882.

From LONDON, from SECRETARY of STATE, to SIMLA, to VICEROY.

Detention of Petroleum at Calcutta on Rossdhu Blackwood represents that Board of Trade that allowance for error on testing apparatus of one degree is made in England and that tests by separate inspections vary to similar extent also advised that oils which flash at seventy-one degrees in Calcutta are considered safe.

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*15th May*, 1882.

From SIMLA, from HOME, to CALCUTTA, to GOVT. of BENGAL.

Secretary of State telegraphs on eleventh instant—Message begins. Detention of Petroleum at Calcutta on Rossdhu Blackwood represents that Board of Trade that allowance for error on testing apparatus of one degree is made in England and that tests by separate inspections vary to similar extent also advised that oils which flash at 71 degrees in Calcutta are considered safe. Message ends.—Please take necessary action- Report awaited.

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*16th May*, 1882.

From LONDON, from SECRETARY of STATE, to SIMLA, to VICEROY.

Mine eleventh further complaints of detention of Petroleum on Viscount at Calcutta by Wallace Brothers cargo tested at New York gave average of 76 and half degrees and samples sent London about 78 degrees at Calcutta only 68 also by Blackwood ship Tintern Abbey New York test 73 to 76 and at Calcutta 68 and half by your Analyst 70 by independent Analysts these representations by Firms of high character in trade of such importance seem to call for careful inquiry and possibly temporary relaxation of standard many cargoes afloat on certificate of public Analyst in New York is refused admission heavy losses will ensue.

*16th May*, 1882.

From DARJEELING, from GOVERNMENT of BENGAL, to SIMLA, to HOME.

Three ships arrived with Petroleum found to be dangerous mean of six tests sixty-eight point five two further cases tested in presence of Consignee gave result 66—at instance of Consignees Lieutenant-Governor has given permission to land oil at a safe place near Meteabrooz selected by Commissioner of Police and Port Commissioners in order that the cargoes may be satisfactorily tested on the distinct understanding that all oil found to be dangerous according to test prescribed by Law will be reshipped and removed from the Port forthwith it is reported that danger much less from oil on shore than oil afloat as explosion during flood tide would be most disasterous this shows urgent necessity for rules to enable Lieutenant-Governor to stop oil at a point down the river with reference to Telegram from Secretary of State Lieutenant-Governor desires to point out that the Law fixes absolute limit of 73 degrees and that tests have been applied with special apparatus obtained from England the Secretary of State proposed limit of 71 degrees would not meet the present case full report by Letter will follow.

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*18th May*, 1882.

From SIMLA, from HOME, to CALCUTTA, to GOVERNMENT of BENGAL.

Many cargoes Petroleum afloat certified over 73 degrees by State Analysts New York and elsewhere. Please have tests under Indian Act carefully applied by Board of two Analysts including Government Chemical Examiner and allow cargoes to be landed in safe place as already done in cases reported by you to save demurrage subject to reshipment. Petroleum Rules under consideration.

(True Copies)

FRAMROZ RUSTOMJEE,
Superintendent, General Department, Secretariat

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No. 145 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *13th June*, 1882

To the UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In reply to your favour of the 10th instant, asking the opinion of the Chamber as to the suitability of Abel's Test prescribed by the schedule of the Petroleum Act to India, I am requested by the Committee to say that it seems to them that the question is mainly one for men of science to determine, and that they are not in a position to give a decided answer on the point. It would seem, however, from para 2 in your Memo. to the Surgeon General that Messrs. Abel and Redwood, the best authorities on the subject, clearly say that it is not suitable in an Indian climate. In the practical working of the Act in this Port the Chamber think that there is further evidence that

the trustworthiness of Abel's test is seriously impaired when applied in the Indian climate. They believe that the separate analysis of exactly the same oil by this test often gives very widely different results, even when the experiments are made to all appearances under exactly similar conditions.

In the case of a cargo per Wm. Douglas, which arrived in Bombay last November, many tests were made of it with very different results, and it was ultimately all passed except 3,000 cases which were pronounced dangerous. The sample upon which these cases were so pronounced was at once sealed up and sent home to England, where it was again tested by the Petroleum Association in London, and there found to have a flash above 73° by Abel's machine.

It is no doubt a fact that since the Act was introduced a good number of cargoes have been imported here and passed the test without any question, but this is not at all conclusive in favour of the test, for if the oil is exposed to the air for even a short time, it might pass the test when if drawn off and bottled at once it may not. The Chamber are, therefore, on the whole strongly of opinion that the arbitrary applications of the test by Chemical Analysts and their report as to what they think the flash of the oil to be by Abel's test in this climate, is a most unsatisfactory basis on which to carry on a large and important trade. The following information on this subject has just been received by last mail from home, and as the Chamber believe it is from a thoroughly trustworthy source, they beg to send it on for the information of Government :—

> "Mr. Redwood, the Petroleum Association Analyser and Secretary here, has just returned from Germany, where he went on the invitation of the German Government, who were meditating passing an Act for the better regulation of the trade, but who hearing about the uncertainties of tests have postponed further legislation ; in the meantime Redwood and one of the German Professors tested a sample of oil from the *same* bottle, each with an Abel's machine, certified by the English Government as correct, side by side in the same room and at the same time and the results differed by 3° oil that was tested at Berlin showed a difference of 4° over the same oil tested at Munich ; which they attribute to the difference of altitude. Various other experiments were made proving conclusively in the opinion of the German Savants that the experiments were affected both by the temperature as well as by the weight of the air, and that until more was known about these and other details, they would recommend making no change in the law.

I may add that Mr. Redwood is Secretary of the London Petroleum Association.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX J.

## FOREIGN EXHIBITIONS.

No. 3891 OF 1882.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 30*th September*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of the Notification of the Government of India in the Revenue and Agricultural Department (Exhibitions), No. 151 Ex., dated 24th August, 1882, relative to an International Exhibition of Colonial productions and articles of general exportation and works of art, which it is proposed to hold at Amsterdam in May 1883.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 151 EX.

REVENUE AND AGRICULTURAL DEPARTMENT.

EXHIBITION.

SIMLA, 24*th August*, 1882.

NOTIFICATION.

An International Exhibition of Colonial productions and articles of general exportation and works of art will be held at Amsterdam in May 1883, to which the Government of India has decided to send samples of raw products, and articles of manufacture other than art or ornamental ware. Exhibits will be ranged under the following classes :—

*I.—Animal Products.*

1. Wool and hair.
2. Silk, raw, and cocoons.
3. Hides, skins, leather and horns.
4. Butter, oils, fat and grease.
5. Fish.
6. Wax and honey.
7. Musk.
8. Others.

*II.—Mineral Products.*

1. Building materials.
2. Coal.
3. Chemical Products.
4. Metals.
5. Other minerals.

*III.—Vegetable Products.*

1. Cereals and pulses.
2. Other food-grains and tubers.
3. Coffee.
4. Drugs and medicines.
5. Dyeing and tanning materials.
6. Fibrous substances adapted for the preparation of textile fabrics or of paper.
7. Fodder plants.
8. Fruits, nuts, pickles, preserves and condiments.
9. Hops.
10. Substances used for matting.
11. Oils, oilseeds and oilcake.
12. Perfumery.
13. Spices.
14. Starches and meals.
15. Sugar and spirits.
16. Tea.
17. Tobacco and cigars.
18. Others.

*IV.—Manufactured Articles.*

1. Carpets and rugs.
2. Cane chairs, &c.
3. Gunny cloths and bags.
4. Mats
5. Photographs.
6. Rope and cordage.
7. Others.

Exhibits of the above classes will be received from private exhibitors under the following conditions:—

(1) Each sample should not ordinarily exceed 2 lbs. in weight [This restriction will not apply to such articles as carpets, mats, rope, cordage, &c., which will be taken in a reasonable quantity.]

(2) Freight and all other cost to be paid by the exhibitor up to its arrival at Calcutta. All subsequent charges will be paid by Government.

(3) Samples should ordinarily be put up in small cloth bags of a uniform size, the standard size being that capable of containing one lb. of wheat or rice. Any exhibitor will, however, be allowed to display samples in an ornamental show case, if provided and transmitted to the Exhibition at his own expense

(4) A label should be attached to each sample on which should be legibly written—

(*a*) Name of district where produced.
(*b*) Name and address of exhibitor.
(*c*) Name of article.
(*d*) Name of variety (if different varieties are sent).
(*e*) Wholesale price of the article at the place of production.

(5) Samples of ordinary articles exceeding 2 lbs. in weight, but not exceeding 40 lbs. (half a maund) will be admitted for exhibition if the exhibitor will pay the freight and provide, or pay for the construction of, suitable cases.

(6) Permission to send exhibits through the Government agency should be obtained before their despatch. Application for permission will not be received after the 1st of December, and the latest date up to which exhibits will be received is 1st of January 1883.

The Government of India has appointed Baboo T. N. Mukharji to superintend operations connected with the collection of exhibits for Amsterdam. Communications which do not require reference to the Government of India should be addressed to Babu T. N. Mukharji, Officer in charge of Amsterdam Exhibits, Revenue and Agricultural Department, Calcutta.

E. C. BUCK,
Secretary to the Government of India

No. 204 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 13*th October*, 1882.

E. C. BUCK, Esq., Secretary to the Government of India, Revenue and Agricultural Department, Simla.

SIR,—I am in receipt of your Notification No. 151, dated Simla, 24th August last, relative to an International Exhibition of Colonial products and articles of general exportation proposed to be held at Amsterdam in May, 1883, and which has been forwarded to this Chamber by the Bombay Government.

The Committee desire me to inform you that they propose forwarding to this exhibition samples of the wool, cotton, and food-grains, &c., which are shipped from this port, as they are of opinion that Amsterdam is a market to which there is a possibility of the exports in these articles being largely increased. The Committee think, however, that it would be very undesirable to send these articles to Calcutta to the Officer in charge of the Amsterdam Exhibition, and I am desired to enquire whether the Revenue and Agricultural Department have any agency in Bombay, to whom the samples collected here may be entrusted for despatch.—I have, &c.,

D. WATSON, Acting Secretary.

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No. $\frac{272 \text{ Ex.}}{1274}$

SIMLA, 31*st October*, 1882.

From E. C. BUCK, Esq., Secretary to the Government of India, to the ACTING SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 13th instant, I am directed to say that the Chamber may certainly despatch, direct from Bombay, whatever articles they propose exhibiting at the Amsterdam Exhibition. I am, however, to suggest that for this purpose it would be best if the Chamber were to select its own agent, informing this Department of the selection that may be made.

2. As it would appear that the Chamber proposes sending large consignments to the Exhibition, I am directed to inform you that the Government of Bombay has been asked to contribute towards the expenses of carriage, &c., of articles that may be sent from the Presidency.—I have, &c.,

E. C. BUCK,
Secretary to the Government of India.

# APPENDIX K.

## MERCHANT SHIPPING BILL OF 1882.

No. 78 OF 1882.

MARINE DEPARTMENT,
BOMBAY CASTLE, 11*th February*, 1882.

From the SECRETARY to GOVERNMENT to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding herewith 12 copies of a Bill (No. II.) for the further amendment of the law relating to Merchant Shipping, and of a Report of the Select Committee thereon, I am directed to request that you will have the goodness to favour Government, on or before the 30th April next, with the views of the Chamber on the Bill. —I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

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No. 95 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 3*rd May*, 1882.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—In reply to your letter No. 78 of 1882, dated the 11th February last, and Memorandum No. 115 of 1882 of the 21st April last, I have now the honour to submit to you, for the consideration of the Government of India, the following remarks by the Chamber on the draft Indian Merchant Shipping Bill (No. II.) of 1882, kindly forwarded for their opinion.

Generally they express their satisfaction that all the Indian Acts bearing on this subject should now be consolidated in one Act. The present Act is little more than this, and the various Acts which it incorporates have already been fully criticised by all interested in the shipping trade, and on the whole they have met with very general approval. It is, therefore, only on a few not very important points of detail that the Committee now suggest any alternations :—

IN CHAPTER IV., SECTION 30.—The Committee think that this privilege of engaging for six months ought to be extended, and that it ought to authorize engagements for "any six months from the date of signing the articles."

It would save much trouble to both seamen and ship owners, and the Committee cannot see that it is open to any objection.

IN SECTION 32.—The Committee recommend that the words be

added "Provided always that the aggregate amount of fees so payable shall not exceed the amount that is due under the 2nd Schedule of the Act, Table A, for a full crew for the ship. It frequently happens at present that if one or two seamen are not paid off with the rest of the crew, the fees paid are much in excess of the full amount due by the ship for the entire crew. Thus, for example, if sixty men, the crew of a 1,000 tons ship, are paid off on the same day, the charge is Rs. 30; but if fifty of them are paid off one day and ten men the next, the fee is Re. 1 each, or in all Rs. 60. On the subject of fees generally the Committee desired to give it as their opinion that the present rate of fees (Table A, Schedule 2nd) is excessive; such fees should only be sufficient to pay for the working of the Act and the support of the shipping office. Now in the Port of Bombay last year the receipts from fees were Rs. 32,581-1-4, while the expences and disbursements of the shipping office were Rs. 13,875-15-2, leaving a surplus of Rs. 18,705-2-2. The scale of fees could, therefore, be cut down by ½ or ⅓ without fear of loss to Government, and this is all the more desirable, as a large portion of these fees is recovered from the seamen who are a poor class of men, and it cannot be the intention of Government to make a profit out of them.

SECTION 34.—The Committee think the words "Home Trade," should be expunged from this clause, and that the privileges should be extended to all steamship companies. They see no reason why they should be given to a company trading between Bombay and Calcutta and Bombay and Burmah, and refused to one trading between Bombay and the Persian Gulf and Bombay and Egytian or European Ports.

SECTION 66.—They recommend that the words "Where the articles contain no special specified rate of exchange" be added to this section. It is very much the custom now, especially in articles signed in England, for them to contain special provisions as to the rate of exchange at which wages, &c., are to be paid at the different foreign ports, and in all such cases it seems to the Committee that these stipulations should not be overridden by any general law.

SECTIONS 95 & 97.—Treat of compulsory passages for distressed and shipwrecked seamen, &c., and the Committee think that words should be added to both sections to the effect "Provided the customary accommodation is available," as the Act reads at present, ships might be asked to take seamen in passenger cabins, to the serious loss and inconvenience of the passenger lines.

SECTION 130.—Sub (*e*).—After the words "thereof, and," they recommend to insert "in ships not carrying a surgeon or medical practitioner."

It seems to the Committee that where ships do carry an

officer of this kind it is unnecessary to enter every petty case of medical treatment in the official log.

SECTION 138.—In line 9 of the section the Committee recommend that the word "two" be expunged, and the word "three" be substituted. The English Act says, "not more than five or less than three;" the Committee think that no such court should consist of less than three persons.

SECTION 79.—Sub (*b*).—The Committee think the meaning would be clearer if after the word "annas" in each of the Sub-Sections (1), (2), and (3), the word "a day" be added. This is wording of the English Act.

Hoping that these suggestions and criticisms put forward by the Chamber will meet with the approval of the Governor in Council.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 263.

MARINE DEPARTMENT,
BOMBAY CASTLE, 16*th May*, 1882

Letter from the Superintendent, Government Central Press, No. 742, dated 2nd March, 1882.

Referring to Government Resolution No. 78, dated 11th February last, reports that the Bill (No. II.) for the further amendment of the Law relating to Merchant Shipping, with Report of the Select Committee, was published in English with the *Government Gazettes* of the 16th and 23rd February and 2nd March, 1882.

Letter from the Political Resident, Aden, No. 103—484, dated 27th March, 1882.

Forwards certain remarks regarding the proposed Indian Merchant Shipping Bill No. II., and trusts that they may be considered before the Bill becomes law.

Letter from the Acting Secretary to the Bombay Chamber of Commerce, No. ——, dated 28th March, 1882.

Letter to the Acting Secretary to the Chamber of Commerce, No. 92, dated 29th March, 1882.

Letter from the Shipping Master, No. 65, dated 3rd April, 1882.

Forwards remarks on the proposed Bill.

Letter from the Chief Presidency Magistrate, No. 219, dated 21st April, 1882.

Has no remarks to offer.

Letter from the Government Solicitor, No. 489, dated 27th April, 1882.

States that he has been in communication with the Port Officer on the proposed Bill, and requests that the views which may be ex

pressed and suggestions made by the Port Officer, may be taken into consideration as his also.

Letter from the Port Officer, Bombay, No. 1044, dated 29th April, 1882.

Offers certain remarks on the proposed Bill.

Letter from the Acting Secretary to the Bombay Chamber of Commerce, No. ——, dated 3rd May, 1882.

Offers remarks on the Bill.

Letter from the Shipping Master, Bombay, No. 89, dated 8th May 1882.

Takes exception to certain suggestions made by the Chamber as expressed in their Secretary's letter above quoted.

RESOLUTION.—A copy of the above papers to be sent for the consideration of the Government of India, with reference to Officiating Secretary, Mr. Crosthwaite's letter No. 235, dated 7th February last.

2. The Special attention of the Government of India should be drawn to the suggestions of the Shipping Master as to the necessity for provision* being made for the punishment of Native seamen who may forge or tamper with, or cause to be forged or tampered with, the discharge certificate granted by the Master of the ship, and for preventing† seamen being paid off in India at a fictitious rate of exchange. The first point was dwelt upon in the Shipping Master's letter No. 618, dated 17th October, 1878, submitted to the Government of India with letter No. 964, dated 20th November 1878, when reporting on the Indian Merchant Shipping Bill, 1878, to provide for the detention of unseaworthy ships and for the appointment of Health Officers at Ports; and the second point has been brought to the notice of the Government of India from time to time ending with docket No. 132, dated 7th March last, and calls for the early interference of Government. The present practice of shipowners involves a great fraud upon their servants.

* Paras. 23 to 31 of letter No. 65, dated 3rd April, 1882.

† Paras. 13 and 14 of letter No. 89, dated 8th May, 1882.

3. Particular attention should also be drawn to the remarks of the Port Officer on Chapters XIII. and XIV., Investigations and Casualties, as to the difficulties and failures experienced in obtaining reports of accidents to vessels in Bombay harbour and the impracticability of adopting the elaborate legal inquisitorial machinery provided for accidents accompanied by loss of life, in support of which he refers to the collision which recently took place between the steamer "Gleadowe" and a native craft by which loss of life ensued. A copy of the papers connected with this case, ending with Government Resolution No. 248, dated 10th instant, should be sent to the Government of India.

4. The Secretary to Government, Revenue Department, should be requested to favour this department with the early views of Government in that department, on the proposed Bill, as asked for in Government Resolution No. 78, dated 11th February last. On receipt of the reply it should be sent to the Government of India in continuation of the present reports.

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

No. 106 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 20*th May*, 1882.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber desire me to thank you for the copy of the Government Resolution No. 263, dated 16th May, on the proposed Merchant Shipping Bill, and at the same time they request me to ask you kindly to furnish them with copies of the following papers referred to in the said communication.

1st.—Copy of letter from the Shipping Master, Bombay, No. 89, dated 8th May, 1882, or of that part of it in which exception is taken to certain suggestions of the Chamber.

2nd.—Copies of Paras. 13 and 14 of the same letter in which it is said that seamen are paid off in India at fictitious rates of exchange; also copies of docket No. 132, and of any other documents with reference to the subject of the rate of exchange on which Government framed the last sentence of their Resolution, viz., that "The present practice of shipowners involves a great fraud upon their servants."—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX M.

## WORKING IN THE HARBOUR ON SUNDAYS.

No. 27 OF 1882.

BOMBAY CHAMBER of COMMERCE, *21st January*, 1882.

To the COLLECTOR OF CUSTOMS and OPIUM, Bombay.

SIR,—Referring to Mr. Trevor's letter, No. 3157 of 1881, dated 14th September, with the Chamber's reply to the same No. 209 of 29th September last, I have the honour to inform you that the subject (*i.e.*, Sunday working in the Dock and Harbour) was laid before the General Meeting of the Chamber on the 20th ultimo, and fully discussed. The following Resolution was then proposed and carried by a large majority :—

> "This Chamber is of opinion that the Customs authorities should grant permission to ship produce on Sundays when applied to, as long as Sunday work remains an exception and does not become a regular practice."

The Chamber do not enter again into the merits of the question In the letter above referred to the Collector was good enough to say that he was quite willing to alter the rules at present in force, should such be the general desire. I am requested, therefore, to forward to you the above Resolution, and ask that you will be good enough to take the matter into consideration, and endeavour to carry out the wishes of the Chamber.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 1781 OF 1882.

LONAULI, *16th April*, 1882.

From the COMMISSIONER of CUSTOMS, OPIUM and ABKARI to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have had under consideration the correspondence ending with your letter dated the 21st January last, that has lately passed between the Chamber of Commerce and the Collector of Customs on the subject of Sunday working in the Dock and Harbour of the port of Bombay.

2. It has long been the established rule of the port, and one that has the approval of the Government, and I believe I may add of the general community also that Sunday work should not be allowed except in cases of great necessity. The last authoritative interpretation of this Rule was given by Mr. Commissioner Shaw Stewart in his letters

to the Chamber of Commerce, Nos. 1518 of the 28th July 1874, and 1806 of the 1st September 1874. In the former he wrote as follows :—

> "I propose that permission to work on Sundays shall in future be given only in cases where the application rests on reasonable fear for the safety of the ship, and to refuse permission in all cases when the application is based solely on consideration of pecuniary advantage to the applicants, however pressing and urgent these may be."

In the latter letter, after a representation from the Chamber of Commerce that the above interpretation was "altogether too stringent," Mr. Shaw Stewart stated, "starting from the proposition on which we are agreed that working on Sundays is very undesireable, I desire to introduce and establish it as a rule of the port that (except in cases of necessity already provided for) permission to work on Sundays will not be granted, so that masters of ships and others interested in shipping will make their arrangements on this basis, knowing that, *as a rule*, they will not be allowed to work on Sundays. But as the Committee consider that this rule, if strictly observed, will be too stringent, I propose to reserve to myself (and to the Deputy Commissioner in the event of my absence) the power of granting permission in such cases as, while not involving the vessels' safety, are yet of a nature to come under the designation great necessity used in the standing order of 1859, with the mutual understanding that such permission will be sparingly asked for and sparingly granted.'

3. The views now held by the Chamber of Commerce on the subject are embodied in the following Resolution, which was passed at their last General Meeting :—

> "This Chamber is of opinion that the Customs authorities should grant permission to ship produced on Sundays when applied to, as long as Sunday work remains an exception and does not become a regular practice."

It appears from this Resolution that the Chamber have no desire to see Sunday working become a general practice in this port; but there can, I think, be little doubt, if all applications to work on Sundays were granted on the mere payment of ordinary extra work fees, that certain firms and companies would work regularly on Sundays, and would thus gain an advantage over others who might have great scruples in following the same course, with the result that in a very short time work would come to be carried on as regularly and generally on Sundays as on any other days. I should not feel myself justified in assenting to any alteration of Custom House Rules that would be likely to bring about that result, in the absence of a clear and decided expression of opinion by the Chamber and the public in favour of the establishment of the practice of Sunday working.

4. Applications for leave to work on Sundays have become very frequent of late, and I quite agree with the Chamber in thinking that some alteration in the present system is necessary. It is satisfactory neither to merchants and shippers, nor to the chief officers of the Custom House, that it should rest with the latter to say in each case

whether the urgency is sufficiently great to warrant permission being given. It is not surprising that shippers should think this a question which the Collector is not always able to decide satisfactorily, and on the other hand it is impossible for the Collector to accept unreservedly every plea of urgency brought forward.

5. It seems to me that the most satisfactory system for adoption will be that indicated by Mr. Trevor in para. 9 of his letter to the Chamber of Commerce No. 3157 of 14th September last. The rule should be to grant all applications on payment of a fee fixed at a rate sufficiently high to deter those concerned from making applications, except in what are to them really cases of emergency, *i.e.*, to constitute shippers the judges of the emergency of their own cases, in place of the officers of the Custom House. I propose accordingly to direct that in future permission to work on Sundays shall be granted only on payment of a fee equal to one days' demurrage of the vessel, in addition to the present fees for extra establishment employed, which are fixed at the rate of ten rupees per man,—except in cases in which there may be reasonable ground for fear for the safety of the ship,—and in such cases permission will be granted on the terms hitherto in force. No smaller fee will effectually guarantee that Sunday work is asked for for reasons of real urgency, and not merely to get despatch or to save a day's demurrage. This arrangement will practically give shippers an extra working day for a little over the cost to them of an extra day week-day's work, and no shipper who is not prepared to pay that price for the privilege can be said to have an urgent case. Demurrage being a recognized rate per ton on the ship's tonnage, there can be no uncertainty about the amount to be charged in each case.—I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs, Opium, and Abkari.

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No. 157.

BOMBAY, 10*th July*, 1882.

To the COMMISSIONER of CUSTOMS, OPIUM and ABKARI, Bombay.

SIR,—I have to thank you for your letter, No. 1781 of 1882, dated 16th April last, containing proposals as to certain terms and conditions upon which Sunday working in the harbour might be permitted by the Custom House authorities. These have been circulated and submitted to the whole of the member of the Chamber, and, in reply to your proposal, I am requested to say that a considerable number of them approve of the principle of a money payment as suggested by you, at the same time the feeling is general that an amount equal to a day's demmurage would fall too heavily on shippers to be of much practical benefit. The Committee would, therefore, be glad to know if you would be disposed to modify your proposal in this respect. They think that a fixed payment, say of about Rs. 200, irrespective of the size of the ship, in addition to the extra fee paid at present would meet with general acceptance on the part of the members of the Chamber While the members generally think that a day's demmurage

is too heavy a charge, there is no wish to make Sunday working general, and if with the charge of Rs. 200, as suggested above, Sunday working should become a common practice, they would gladly see the rule modifyed so as to prevent it. There is to be a General Meeting of the Chamber on the 14th instant, and if the reply to this could be sent in on or before that date, the Committee would esteem it a great favour.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 3780 of 1882.

BOMBAY, 13*th July*, 1882.

From the COMMISSIONER of CUSTOMS, OPIUM and ABKARI, to the SECRETARY CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge receipt of your letter, of the 10th instant, on the subject of Sunday working in the Harbour of Bombay. I am glad to observe that a majority of the members of the Chamber approve of the principles set forth in my letter No. 1781, dated the 16th April last, as those on which Sunday working in this port should be regulated, and I have pleasure in modifying the rule which I originally proposed to the extent desired by the Chamber, on the understanding that the charge to be now prescribed will be increased if under its operation Sunday working should become a too common practice.

2. To meet the case of coasting steamers and other steamers of small tonnage, on some of which a fixed charge of Rs. 200 might press more heavily than desirable, I propose that the rule should be to the effect that "Sunday working" shall be permitted on payment, in addition to the ordinary charges at present levied, of a fee equal to one day's demurrage, subject to a minimum charge of Rs. 50 and a maximum charge of Rs. 200. "Demurrage" for this purpose to be calculated at the rate of 6¼ annas per ton of registered tonnage.—I have, &c.,

C. B. PRITCHARD,
Commissioner of Custom, Opium, and Abkari.

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No. 165 of 1882.

BOMBAY CHAMBER OF COMMERCE, 25*th July*, 1882.

To the COMMISSIONER of CUSTOMS, OPIUM and ABKARI, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 3780, dated 13th instant, and have to thank you for the prompt reply it gave to my previous letter on the subject of Sunday working. The proposal contained in your letter was put before a General Meeting of the Chamber held on the 14th instant, and it was adopted as a Resolution with some slight modification, or rather additions, in which I will be glad to hear that you can meet the views of the Chamber. All the large export houses attach the greatest import-

ance to being allowed to cart and load in boats at the export bunders, and also to cart and pile in the Prince's Dock. In order to fill and despatch a steamer rapidly, especially now that so much is done in the Docks, the great obstacle to despatch is getting the cargo alongside.

Merchants never fear about a steamer being able to receive her cargo—the difficulty is to get it alongside.

The accommodation at the Bunders is lamentably small, and frequently carts are blocked for hours, and it is impossible to do a fair day's work owing to the delays of a tidal basin.

This evil has been recognised by Mr. Campbell, who has kindly for the months of May and June opened to shippers the import side of Carnac Bunder to give relief to the crowded export bunders.

The trade of this port has increased enormously the past few years, but our facilities for carrying on the trade have not increased, and with the present scarcity of carts—crowded Bunders, Prince's Dock full and unable to grant berths—the most farseeing merchant may find himself unable to complete his engagements.

Hoping that you will be able to give effect to the views of the Chamber—I remain, &c.

D. WATSON, Acting Secretary.

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That the Chamber having considered the new rule for working in the Harbour on Sunday proposed by the Commissioner of Customs (to meet such cases as do not fall within the present line of permission) and which is as follows :—

> "That Sunday working on board steamers in the Harbour shall be permitted on payment, in addition to the ordinary charges at present levied, of a fee equal to one day's demurrage, subject to a minimum charge of Rs. 50 and a maximum charge of Rs. 200. "Demurrage" for this purpose to be calculated at the rate of 6¼ annas per ton of registered tonnage.

Approves the same with the addition—

> "That carting and loading on boats at the export bunders, or carting and piling at the Prince's Dock, shall also be permitted on an extra fee in each case of Rs. 50."

And requests the Committee to write to the Commissioner to that effect

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No. 4471 OF 1882.

POONA, *5th August*, 1882.

From the COMMISSIONER of CUSTOMS, OPIUM, and ABKARI to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated the 25th ultimo, on the subject of Sunday work in the Harbour of Bombay, I regret that I am unable to accept the rider added by the Chamber to the Committee's original

proposition, for the reason that it appears to me to be opposed in principle to the main proposition itself, as well as to the rules which have hitherto regulated Sunday working in the port of Bombay. The supplementary Custom House Rule will accordingly stand as follows :—

"Sunday working on board steamers in the Harbour shall be permitted on payment, in addition to the ordinary charges at present levied, of a fee equal to one days' demurrage, subject to a minimum charge of Rs. 50, and a maximum charge of Rs. 200 for each ship on board of which work is carried on. Demurrage for this purpose to be calculaled at the rate of 6¼ annas per ton of registered tonnage."—I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs, Opium, and Abkari.

# APPENDIX N.

## BANK HOLIDAYS.

*Extract from the Negotiable Instruments Bill*, 1881.

SECTION 25.—"When the day on which a promissory note or bill of exchange is at maturity is a public holiday, the instrument shall be deemed to be due on the next preceding business day.

*Explanation.*—The expression "public-holiday" includes Sundays, New Year's Day, Christamas Day: if either of such days falls on a Sunday, the next following Monday, Good Friday, and any other day declared by the local Government, by notification in the official Gazette, to be a public holiday.

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No. 81 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *4th April*, 1882.

J. NUGENT, Esq., Officiating Secretary to Government, Financial Department, Bombay.

SIR,—It has been brought to the notice of the Committee of the Chamber that the Exchange Banks have addressed a letter to the Governor in Council, asking him to exercise the power vested in him by the Nagotiable Instruments Bill lately passed by the Government of India, and to place in the list of Legal Holidays for the year eighteen additional days mentioned in the said letter.

The Committee instruct me to request His Excellency to have the goodness to defer taking any action in so important a matter before obtaining the views of the mercantile community whom it so intimately affects. They would respectfully suggest that before any decision is arrived at a Committee should be appointed to consider the question and report on it to Government. The Committee, they think, should consist of at least the following :—

One official member.
One member from Committee of Chamber.
One represtative of the Exchange Bank.
The Manager of the Presidency Bank.

The Committee of the Chamber at the same time beg to say that in the meantime they see no objection to Saturday, the 8th instant, being made a Legal Holiday, if Government are disposed to issue a notification to that effect.—I have, &c.,

D. WATSON, Acting Secretary.

No. 1272 A OF 1882.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *5th April*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, of the 4th instant, on the subject of the days to be declared by this Government to be public holidays under Section 25 of the Negotiable Instruments Act No. XXVI. of 1881, and in reply to forward herewith copy of the Resolution of this Government, No. 1272 of this day's date, from which it will be observed that a notification will, as suggested by the Chamber of Commerce, be issued in to-morrow's *Government Gazette*, declaring Saturday the 8th instant to be a public holiday under the Section referred to, and that it is proposed to appoint a Committee, as recommended by the Chamber, to consider the question as to the number of holidays to be recognized in future as public holidays under that Section. One of the members of the Committee will, as proposed in your letter, be a member of the Committee of the Chamber, and I am accordingly directed to request that you will be so good as to move the Committee of the Chamber to nominate their representative at their very early convenience, and communicate his name to Government in this department.—I have, &c.,

J. MONTEATH,
For Acting Secretary to Government.

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No. 84 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *11th April*, 1882.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 1272 of 1882, dated 5th April 1882.

In reply, I am directed to inform you that the Committee of the Chamber have, as requested by Government, nominated Mr. W. M. Macaulay, the present Chairman of the Chamber, to be their representative on the Special Committee appointed by Government, to report on the question of the days to be declared Legal Holidays under the Negotiable Instrument Act of 1881.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 1272.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *5th April*, 1882.

Letter from the Managers, Oriental Bank Corporation and other Exchange Banks, dated 27th March 1882—Stating that at a recent meeting of the representatives of the Exchange Banks it was

considered desirable for the general convenience of the mercantile community that Bank holidays instead of being ruled by custom, as hitherto, should now be definitely fixed and sanctioned by Government under the "Negotiable Instruments Act;" enclosing a list of holidays as observed in past years; and requesting that if it be approved by Government it may be notified in the Official Gazette that the days specified therein are public holidays under the Act mentioned above.

Memorandum from the Solicitor to Government, No. 397, dated 4th April 1882—Forwarding a copy of the opinion (No. 34, dated 3rd idem) of the Honourable the Acting Advocate General on the above.

Letter from the Acting Secretary to the Chamber of Commerce, Bombay, dated 4th April 1882—Requesting, with reference to the above letter from the Managers of the Exchange Banks, on the subject of fixing legal holidays for the year, that no action may be taken in so important a matter before obtaining the views of the mercantile community whom it so intimately affects; suggesting that before any decision is arrived at, a Committee should be appointed to consider the question and report on it to Government; proposing how the Committee should be constituted; and adding that in the meantime the Committe of the Chamber see no objection to Saturday the 8th April, 1882, being made a legal holiday, if Government are disposed to issue a notification to that effect.

RESOLUTION.—A notification should be issued in the next *Government Gazette* declaring Saturday the 8th instant to be a public holiday under Section 25 of Act XXVI. of 1881, "the Negotiable Instruments Act, 1881."

2. In view of the opinions expressed by the Honourable the Advocate General and the Chamber of Commerce, it appears to His Excellency the Governor in Council desirable that before any list of public holidays under Section 25 of the Negotiable Instruments Act is published as requested by the representatives of the Exchange Banks in Bombay, the question as to the number of the holidays to be so allowed should be fully considered.

3. The matter can best be discussed in the first instance by a Committee constituted as proposed by the Chamber of Commerce, consisting of a member of the Committee of the Chamber of Commerce, a representative of the Exchange Banks, the Secretary and Treasurer of the Bank of Bombay and a member to be nominated by Government. The Committee should be requested to submit their report to Government at their early convenience.

4. In the absence from Bombay of the Accountant General the Deputy Accountant General should be appointed to be a member of the Committee.

JOHN NUGENT,
Acting Secretary to Government.

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REPORT OF THE COMMITTEE APPOINTED TO CONSIDER THE QUESTION OF PUBLIC HOLIDAYS.

BOMBAY, 1*st June*, 1882.

The Committee appointed by Government in terms of their Resolution, No. 1972, dated 5th April 1882, beg to recommend that the following days be published in the *Government Gazette* as Public

Holidays for the remainder of the current year under Section 25 of the Negotiable Instruments Act of 1881, viz. :—

For Cocoanut day .....Monday and Tuesday, the 28th and 29th Aug.
For Gunesh Chathurthe ...Saturday, 16th September.
For Parsee New Year .....Monday and Tuesday, the 18th and 19th Sept.
For Dussera .....Saturday and Monday, the 21st and 23rd October.
For Dewali .....Friday, Saturday, and Monday, the 10th, 11th and 13th November.
For Christmas .....Saturday, Tuesday, and Wednesday, the 23rd, 26th, and 27th December.
For New Year .....Saturday, the 30th December.

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No. 2286 OF 1882.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 22*nd June*, 1882.

To the MANAGERS of the ORIENTAL BANK CORPORATION and other EXCHANGE BANKS in Bombay.

GENTLEMEN,—With reference to the letter from the Chamber of Commerce, dated 8th instant, forwarding a report from the Committee appointed by Government Resolution, noted in the margin, to consider the question of Public Holidays under Section 25 of the Negotiable Instruments Act of 1881, I am directed to state that it appears the only point on which there is a diversity of opinion is whether Wednesday, December 27th, should be notified as a Public Holiday under the Act. The Chairman of the Chamber of Commerce objects to this day being notified as a Public Holiday on the ground that if it is so notified, the Banks will be closed for four consecutive working days. Government consider that there is much force in this objection, and have accordingly directed that the days mentioned in the Committee's report, with the exception of December 27th, should be notified as Public Holidays under Section 25 of the Act.

No. 1272, dated 5th April 1882.

The necessary notification will accordingly be published in the next *Government Gazette*.—I have, &c.,

J. NUGENT, Secretary to Government

# APPENDIX O.

## INCREASED DOCK ACCOMMODATION.

No. 3978.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 22*nd December*, 1881.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—The Trustees have under consideration the question of affording additional dock accommodation at this port, and they will be obliged if the Chamber will favour them with their views on the subject. If it be considered that some increase is necessary, the Chamber may be able to express an opinion as to the extent of such increase.—I have, &c.,

G. MANSON, Secretary.

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No. 26 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 23*rd January*, 1882.

To the SECRETARY to the BOMBAY PORT TRUST.

SIR,—I have received your letter of the 22nd December last, in which you ask the opinion of the Chamber with regard to increased dock accommodation at this Port. The Committee understand, both from the personal knowledge and experience of the members, as well as from enquiries they have made on the subject, that the present Dock has for some time past not been adequate to the wants of the trade, and that a considerable number of cases have occurred in which ships have had to load in the stream on account of being unable to obtain, at least, suitable berths in the Dock. They are informed, however, that increased shed accommodation will make the present Dock available for a greater number of ships at a time, and in this point, whether or not the present wants of the trade are fully supplied, taking it at its present level, the Committee are not in as good a position to judge as the Trustees. Taking it for granted, however, that the dock accommodation is at present if adequate at all only barely adequate to the demand made upon it, they think an increase is required for many reasons.

1*st*. Even if the trade does not remain only at its present level, they have no doubt whatever but a larger portion of it will every year cease loading and unloading in the streams and come into Dock. The coal trade alone is a very large one (last year tons), and

if proper accommodations were afforded, it would undoubtedly almost all be unloaded in Dock.

*2nd.* They do not think it is being over sanguine when they say that they anticipate a large increase in trade during the coming years. The general progress of the country extended, and improved railway communications with new and fertile districts are things which may be counted on almost with certainty at no distant date. Indeed, they are daily going on. The Committee, therefore, give it, without hesitation, as their opinion that taking it for granted that the Dock is only barely equal to the present calls upon it, that immediate steps should be taken by the Trustees to provide for the future. As to the extent of accommodation required they would rather reserve their opinion until definite schemes are laid before them, and when no doubt it would be proper to take the opinion of the whole body of the Chamber. In the meantime they would merely say that they lean to the opinion that as it will be some years before it can be finished, a large and important addition would really be required to meet the wants of the future.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX P.

## DRY DOCK ACCOMMODATION IN THE PORT.

No. 529 OF 1882.

MARINE DEPARTMENT,

BOMBAY CASTLE, 13*th November*, 1882.

From the OFFICIATING SECRETARY to GOVERNMENT to the CHAIRMAN BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to state that the Admiralty have raised the question of the pressing need of providing dry dock accommodation at Bombay capable of receiving the larger classes of Her Majesty's ships-of-war, and that the Government of India have proposed the appointment of a Committee, in which the mercantile and general community of Bombay should be fitly represented, to report on points which suggest themselves as deserving of attention in the consideration of the subject. I am also desired to transmit copy of Government Resolution No. 529, dated 13th November, 1882, regarding the composition of the Committee, and to request the favour of your nominating as early as possible a member to serve on such Committee.—I have, &c.,

B. H. POTTINGER, Colonel,
Offg. Secretary to Government.

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No. 529

MARINE DEPARTMENT,

BOMBAY CASTLE, 13*th November*, 1882.

Letter from Colonel G. CHESNEY, Secretary to the Government of India, No. 1069—s., dated 18th October, 1882, *Dockyard.*

"In continuation of previous correspondence ending with this office letter No. 821-3, *Dockyards*, dated the 4th August, 1881, intimating that the Government of India were not prepared to accept the offer of Messrs. Watson and Co. to take over the hydraulic lift at Hog Island, I am directed by the Governor General in Council to state, for the information of His Excellency the Governor of Bombay, that Her Majesty's Secretary of State for India has, in his Military (Marine) despatch No. 230 of the 6th of July last, forwarded certain correspondence* from the Lords of the Admiralty relative to the pressing need of providing dry dock accommodation at Bombay capable of receiving the larger classes of Her Majesty's ships-of-war.

* Copy attached.

2 plans in Original. (To be returned.)

"2. Before replying to this despatch, the Government of India

wish to ascertain whether the hydraulic lift at Hog Island, if properly repaired, fitted up with the necessary appliances, and provided with a small dockyard establishment on the spot, could be made suitable for the purposes of the Admiralty at a reasonable outlay.

"3. From the records of this office it appears that in 1877 the lift was reported as incapable of accommodating Her Majesty's ship "Undaunted," measuring 262 feet in length, 52 feet in breadth, and weighing 4,935 tons. It is doubtful, therefore, whether under any circumstances it could be made suitable for the larger classes of Her Majesty's ships-of-war now in commission.

"4. Financially the work has proved a failure, and it seems probable that this will continue to be the case so long as it remains in its present position.

"5. The Government of India are aware that a Committee assembled at Bombay in June 1874, and reported on the condition of the lift and the measures requisite for its efficient working. Circumstances have, however, changed considerably since that date. The lift has been of very little use for Imperial or mercantile purposes during the interval: its gross earnings have hardly amounted to 4 per cent. of the outlay incurred on it since it was handed over to the Marine Department: serious doubts exist as to whether the structure can be adapted to the classes of men-of-war now on the Indian Station: and it is reported that a considerable outlay is required to put the work into a thoroughly efficient condition.

"6. Under these circumstances the Governor General in Council considers that another Committee of professional and other gentlemen should be convened, under the orders of His Excellency in Council, to report on the following points:—

(*a*)—Whether, and at what approximate cost, the lift can be made suitable in its present position for accommodating the larger classes of Her Magesty's ships-of war, and what would be its approximate net earnings from all sources?

(*b*)—Whether the lift could be and should be moved to a more central situation in the vicinity of the Bombay Dockyard? What would be the cost of this operation and the cost of—

(I.) adapting the work for Imperial purposes (clause *a*);

(II.) retaining it solely for the use of the smaller classes of Her Majesty's ships, the Indian Marine, and ordinary merchant vessels? What would be the approximate net earnings under both heads?

(*c*)—Whether the lift should remain at Hog Island, be put into thorough repair, and fitted up with the necessary appliances for its efficient working to accommodate the classes of vessels mentioned in clause (*b*) II. only? What would be the approximate cost of so doing, in the net receipts likely to be realised?

(*d*)—Whether it would be better to abandon the lift altogether as a work not likely to be directly remunerative, sell it

for what it will fetch ; and carry out the wishes of the Admiralty by constructing a dry dock at Bombay itself ?

(*e*)—If the construction of a dry dock be recommended, what site should be selected for it, and whether it would be most convenient to have the work carried out by the Port Trust Commissioners, private enterprise, or by Government ?

"The above are the chief points to be reported on, but the Government of India will be glad to receive suggestions on any other matters connected with the hydraulic lift or the proposed new dock which the Committee may desire to make.

"7. The Governor General in Council leaves all matters connected with the number and composition of the Committee in the hands of the Government of Bombay, merely suggesting that the mercantile and general community of Bombay should be fitly represented, and that the varied experience and valuable professional ability of Captain H. W. Brent, R.N., Director of the Indian Marine, would be best utilised by his nomination as President.

"8. The following documents are forwarded for the information of the Committee :—

"Despatch No. 230, dated 6th July 1882, and its inclosures from Her Majesty's Secretary of State relative to the construction of a dry dock at Bombay for Her Majesty's ships-of-war.

Letter No. 1990, dated 25th July 1882, from the Director of the Indian Marine, to the Secretary to the Government of India, Military (Marine) Department, forwarding a report (in original) by Mr. N. E. Deadman, constructor, Bombay Dockyard, on the hydraulic lift, and the measures necessary for placing it into thorough working order."

RESOLUTION.—To carry out the views of the Government of India His Excellency the Governor in Council is of opinion that a Committee of five should be appointed, and that it should be composed as follows :—

Captain Brent, R.N., President,
1 Member nominated by the Public Works Department,
1 Member from the Port Trust,
1 do. from the Chamber of Commerce,
1 do. from the Town Council,

which would make the Committee at once sufficiently large, comprehensive and representative.

2. The Chairman Bombay Port Trust, the Chairman of the Chamber of Commerce, and the Chairman Town Council, should therefore each be asked to be good enough to nominate a member to serve on the Committee.

3. If the Committee can assemble at an early date, opportunity might be taken of the visit of His Excellency the Naval Commander-in-Chief to obtain his opinion ; and if he should have left Bombay before the Committee can commence its sittings, Captain Brent should be requested to consult His Excellency.

B. H. POTTINGER, Colonel,
Offg. Secretary to Government.

No. 555 OF 1882.

MARINE DEPARTMENT,
BOMBAY CASTLE, 28*th November*, 1882.

From the SECRETARY to GOVERNMENT to the CHAIRMAN BOMBAY CHAMBER of COMMERCE.

SIR,—In continuation of my letter No. 554, dated 28th instant, I am directed to state that Government have resolved that the Committee to consider the question of dry dock accommodation for the larger classes of H. M.'s ships-of-war should be increased by two members, one of which should be from the Chamber.

2. I am, therefore, to request you will have the goodness to nominate two members to serve on the Committee instead of one as previously desired.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

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No. 583 OF 1882.

MARINE DEPARTMENT,
BOMBAY CASTLE, 14*th December*, 1882.

From the SECRETARY to GOVERNMENT to the CHAIRMAN BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter of 12th instant, No. 247, I am directed to convey the thanks of His Excellency the Governor in Council for the appointment of the gentlemen named in margin to serve as representatives of the Chamber on the Committee on dry dock accommodation in Bombay.—I have, &c.,

L. R. W. Forrest, Esq., Firm of Messrs. Killick, Nixon & Co.
R. S. Campbell, Esq., Firm of Messrs. W. & A. Graham & Co.

B. H. POTTINGER, Colonel,
For Secretary to Government.

# APPENDIX Q.

## GOVERNMENT OF INDIA'S PROPOSAL TO AUTHORIZE THE USE OF POSTAGE STAMPS IN PAYMENT OF THE ONE ANNA STAMP DUTY CHARGEABLE ON INSTRUMENTS.

No. 3481.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.

Stamps.

*Non-judicial Stamps.*

SIMLA, 30*th August*, 1882.

READ the following papers having reference to a proposal to authorise the use of postage stamps in payment of the one-anna stamp duty chargeable on instruments under the Indian Stamp Act, 1879:—

Despatch to the Secretary of State for India, No. 59, dated 26th August, 1881.

Despatch from the Secretary of State for India, No. 94, dated 3rd November, 1881.

Circular No. 1979, dated 19th December, 1881.

Letter from Chief Commissioner, Central Provinces, No. $\frac{25}{257}$, dated 4th January, 1882.

Letter from Chief Commissioner, Coorg, No. 1597-50, dated 6th January, 1882.

Letter from the Government of Bombay, No. 500, dated 24th January, 1882.

Letter from Chief Commissioner, Assam, No. 575, dated 16th February, 1882.

Letter from Chief Commissioner, Ajmer-Merwara, No. 130, dated 23rd February, 1882.

Letter from the Government of the Punjab, No. 9, dated 25th February, 1882.

Letter from the Government of the North-Western Provinces and Oudh, No. 66, dated 15th March, 1882.

Letter from the Resident at Hyderabad, No. 141, dated 27th March, 1882.

Letter from the Government of Madras, No. 352A., dated 29th March, 1882.

Letter from the Government of Bengal, No. 59 (Stamp), dated 14th April, 1882.

RESOLUTION.—It is provided by Act 44 Vic., Cap. 12, Section 47, that "any stamp duties of one penny, which may be legally denoted by adhesive stamps not appropriated by any word or words on the

face of them to any particular description of instrument, may be denoted by adhesive penny postage stamps."

2. Under this provision penny postage stamps are in the United Kingdom allowed to be used to denote stamp duties of one penny on any of the instruments named in the margin; but several penny postage stamps cannot be used to denote the duty on an instrument liable to a higher rate of duty than one penny. Nor can two half-penny postage stamps be used to denote the duty of one penny. The Governor General in Council has ascertained that the system has caused no inconvenience, but that on the contrary it has worked well, while the additional facilities afforded to the public have been much appreciated. It is also expected that the system will result in an increase of revenue.

Drafts, receipts, protests, letters of renunciation, policies (other than life policies), proxies, contract notes, delivery orders, certificates of births, deaths and marriages.

3. In this country a stamp duty of one anna is levied on most of the instruments enumerated above and on a few others, and there can be little doubt that the adoption of a similar system in India would be a very great convenience to the public in the transaction of business, particularly in the matter of receipts. Postage stamps can be obtained everywhere, and many people always keep a supply of them; while receipt stamps can only be procured from stamp vendors, and comparatively few people keep a stock of them. The adoption of the system referred to would, therefore, afford facilities to the public in denoting the stamp duty, and by rendering easier the observance of the law would doubtless increase the revenue.

4. The several Local Governments have been consulted as to the expediency of adopting the system in India, and it appears that all of them approve generally of the proposal. The only objections raised are—

*1stly*, that it would be difficult to distinguish between postal earnings and the revenue from receipt and other stamps, —a distinction which it is of importance to preserve, both because of the essential difference in the nature of these receipts and because at present stamp revenue is provincial, while postal receipts are imperial;

*2ndly*, that the unified stamp, after being employed for stamping receipts, would be liable to be fraudulently re-used in payment of postage.

The first objection can easily be removed. The amount of the revenue at present deived from one-anna revenue stamps can be readily ascertained, and, with such slight additions as may be requisite in view of the probable normal growth of the revenue from this source, might form the basis for adjustments between Imperial (Postal) and Provincial (Stamp) Revenues.

But the second objection seems to be of a more formidable nature. Against the possible re-use of the stamps after removal of the defacement it would be necessary to provide by printing the unified stamps in doubly fugitive ink, so that any attempt to remove the defacement would involve the destruction of the imprint. This precaution is considered absolutely necessary for the safety of the revenue in the United Kingdom, and would be at least equally necessary in India,

while the extra cost will be but small. If this precaution were adopted, there would be little danger of a stamp which had been once used for payment of postage on a letter being employed a second time as a stamp under the Stamp Act, for the Postal Department defaces the stamp in such a manner as to render its fraudulent re-use practically impossible. The danger consists in the possibility of stamps which have once been used in payment of stamp duties being used a second time as postage stamps,—a danger which arises out of the existing practice which has been encouraged by the Postal Department, under which senders of letters deface the stamps which they put upon their letters, in order to prevent the stamps being removed either before the letters are posted or while in transit through the Post Office.

5. Under Section 11 of the Indian Stamp Act, 1879, a person affixing any adhesive stamp to any instrument is obliged to cancel it, "so that it cannot be used again." He is not obliged to write his name on the stamp, as is the case under the English law. It would be inexpedient to alter the Indian law in such a manner as to bring it into conformity with the English law, as there must be a very large number of persons in India who use the one-anna revenue stamps and who are unable to write. Under these circumstances it is obvious that if a letter were posted the stamp on which had been defaced, it would be impossible for the departmental officers to know whether the stamp in question was one which had been used as a stamp under the Stamp Act, or whether the defacement was merely due to the very general practice already alluded to. It is clear, therefore, that if the reform is to be introduced, the only course open is to prohibit the practice of defacing the postage stamps affixed to letters. By this arrangement any letter received by the Post Office to which a defaced stamp was affixed would be regarded as an unpaid letter.

6. The prapasal to adopt the unified stamp, therefore, resolves itself into the question on which side the balance of convenience to the public will lie. On this point the public alone can decide.

7. Before, therefore, taking any final steps to introduce the reform, His Excellency in Council considers it desirable to ascertain the opinion of the European and Native community as to whether it would be more generally acceptable that the public should have the facility afforded by the use of postage stamps instead of the one-anna revenue stamps, and at the same time incur whatever risk the individual runs in the way of fraud by leaving the stamps attached to the letters without any defacement, or whether the public regard the present practice of defacing postage stamps as so essential to their own interests as to make them willing to forego the advantages afforded by using postage stamps in the place of a revenue stamp in order that they may retain it.

8. Should public opinion be in favour of the proposed change, it would probably be necessary to modify the scheme in one particular. It has been already stated that in the United Kingdom the penny postage stamp only is admissible to denote the duty. Two half-penny stamps cannot be used for the purpose. To the course adopted in the United Kingdom there could be no reasonable objection. The penny postage stamp denotes the lowest postage pay-

able for a single letter, and is consequently much more used than any other denomination of postage labels. The half-penny stamp is comparatively little used, and it was probably considered that it was not worth while to print it in the doubly fugitive ink.

9. In this country the case is different. The half-anna postage stamp represents the minimum postage rate for all purposes, and in this respect answers to the penny stamp in England. As regards the convenience of the public, therefore, it is of more importance that the use of the half-anna stamp should be permitted for denoting stamp duty than that the one-anna stamp should be capable of being so used. It will, therefore, probably be necessary if the reform is introduced to allow of the use of either a single one-anna or two half-anna stamps to denote the one anna stamp duty. This can be effected by the issue of a Notification under Section 9 of the Indian Stamp Act, 1879.

ORDERED, that the foregoing Resolution be published in the *Gazette of India*, and that copies be communicated to the Chambers of Commerce, Bengal, Bombay, Madras, and Rangoon.

Ordered also, that copies of the Resolution be forwarded to the several Local Governments and Administrations for communication to other public bodies or associations, and that a copy be sent to the Director General of the Post Office of India.

R. LOGAN,
Offg. Under-Secy. to the Govt. of India.

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No. 207 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 16*th October*, 1882.

To R. LOGAN, Esq., Officiating Under-Secretary to the Government of India, Department of Finance and Commerce, Simla.

SIR,—The Resolution of the Government of India, under this head, No. 3481, dated Simla 30th August 1882, relative to a proposal to authorize the use of postage stamps in payment of the one-anna stamp duty chargeable on instruments under the Indian Stamp Act of 1879, has been forwarded to this Chamber with a request that the Government of India may be furnished with their opinion upon the matter.

In reply, I am requested by the Committee to state that in their opinion this assimilation of the two stamps would be of the greatest convenience and advantage, and in many cases a great saving would result to the public from their having to keep a stock of only one kind of stamp instead of two as at present. On the other hand, many of the mercantile community object to being deprived of the privilege at present enjoyed of defacing stamps on letters before they are posted. The ordinary messengers employed to post letters in India cannot be trusted, with any degree of safety, to do their mission honestly, and if the law were altered so as to make undefaced postage stamps obligatory, a higher paid and more trustworthy class would have to be employed at a very considerably greater expense. Nor is this the whole of the evil. In the Post Office, itself, these stamps

would not be altogether free from the chance of misappropriation. It is extremely difficult to say whether the mercantile community generally would prefer to allow matters to remain as they are at present, or to have the benefit of the assimilation of the two stamps granted with the reservation of taking away the privilege of defacing stamps on letters previous to posting. The Committee desire me to say, however, that they think the difficulty of providing some form of defacement for receipt stamps which would make their after-use as postage stamps impossible has been much overestimated by Government. It is the opinion of the Committee that if some regulations were made, providing that receipt stamps on being used should always be defaced by having the date distinctly written across them, it would be quite sufficient to secure the end desired. It would be easy in the Post Office to distinguish between stamps with a date written across the face and stamps which were merely defaced as postage stamps generally are at present by drawing one or two lines across, or by having the name of the firm, sending the letter, stamped on them.

No doubt receipts have to be given in many cases by poor and ignorant persons who, probably, are unable to write, but in almost every case of payment of money by properly stamped documents, one of the parties, at all events, to the transaction, is able to write and capable of seeing that the necessary defacement is properly carried out. The Committee, therefore, respectfully suggest that Government ought to give some such arrangement a fair trial before they pronounce it to be unworkable.

The advantage of having these stamps assimilated is great and undoubted, and some effort ought to be made to have it carried out; at the same time to couple with it any restrictions depriving the public of the privilege of defacing stamps on unposted letters, would very probably lead to loss and inconveinence more than counterbalancing the other undoubted benefits.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX S.

## FORMS FOR TELEGRAPHIC MESSAGES.

No. 180 of 1882.

BOMBAY, 17*th July*, 1882.

The CHAIRMAN BOMBAY CHAMBER of COMMERCE.

SIR,—The undersigned would be glad if the Committee of the Chamber would again address the Government Telegraph Department and ask them to adopt a larger and more convenient "Form" for telegrams.

The "space" in the present form is 6½" × 2¼", intersected by five lines, and the paper is of the commonest.

The Eastern Telegraph Company "Form" would be a great improvement.

Now that the Cable is not working, the inconvenience of the small form is made very apparent.—Yours faithfully,

LYON & Co.
VOLKART BROTHERS.
W. & A. GRAHAM & Co.
PEEL, CASSELS & Co.
MACKINNON, MACKENZIE & Co.
EWART, LATHAM & Co.
*p. p.* OWEN & OKELL.
RICHARD ROBERTS.

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No. 163 OF 1882.

CHAMBER OF COMMERCE, BOMBAY, 21*st July*, 1882.

To the SUPERINTENDENT of the GOVERNMENT TELEGRAPH DEPARTMENT, Bombay.

SIR,—At the request of the Committee, I beg to call your attention to the "Forms" for telegrams in use in your department. These are both small and inconvenient, and the paper also is of the commonest description. The space for writing in the face of the present form being only 6¼" × 2¼", intersected by five lines.

Now that the Cable via Suez to England is not working, the inconvenience of the small form has been specially brought home to merchants, and many of the leading firms have written to the

Chamber suggesting that the Chamber should represent the matter to your department.

The Eastern Telegraph Company's form would be a great improvement, both in paper and arrangement, on that at present in use in your department. It is a great convenience to merchants to have these telegrams written all on one side of the form only, so that they can be struck off in their letter books, which cannot be done if they have to write on both sides of the forms, and this is what they are obliged to do with all messages of any length when the Government form is used. The Committee hope that this representation will have your best attention, and steps will be taken to remedy the defects complained of.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX T.

## EQUALIZATION OF TONNAGE SCALES AT ALL THE INDIAN PORTS.

No. 55 of 1882.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
SECRETARY'S OFFICE, LIVERPOOL, 13*th February*, 1882.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—The diversity in the tonnage scales at Indian Ports being the cause of great inconvenience to both merchants and ship-owners, has given rise to a desire that an endeavour should be made to agree upon such an uniform tonnage scale as might be recommended for general adoption.

With this object, I am directed by the East India and China Trade Section of this Chamber to hand you the enclosed copies of Tonnage Schedules for ships and steamers at Indian Ports, and to request that you will be good enough to bring the question before your body, with a view to their assistance being obtained in securing a uniformity in the scales referred to.—Yours faithfully.

WILLIAM BLOOD, Secretary.

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EAST INDIA AND CHINA TRADE SECTION OF THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL.

EQUALIZATION OF THE TONNAGE SCALES AT THE INDIAN PORTS.

Below is an extract from the Tonnage Schedules, adopted with the consent of the various Chambers of Commerce, for ships and steamers, at the Ports of India. It is the desire of most leading merchants, at home and abroad, to have uniformity of usage at all the Indian, Ceylon, and Burman Ports. The Calcutta scale was revised some time ago, and goods were then ranged, for the most part, for both ships and steamers, under the standard ton of 20 cwt. for weight, and 50 cubic feet for measurement. The result is that an almost general and simple custom prevails there.

Kurrachee stands next in order of arrangement and fairness, but at Kurrachee, while cargo for *ships* is engaged on the basis of 50 cubic feet, that for *steamers* is taken at 40 cubic feet. Effort has, however, been made in all cases to fairly balance the comparative advantages of weight and measurement by a well ascertained mean. At Bombay

there is more irregularity. The two different scales for ships and steamers are used, as at Kurrachee, but less unanimity prevails between merchants and owners regarding the fair adjustment, or need for further regulation of the scales for tonnage. Take, for instance, Wheat, Teelseed and Rapeseed. At Kurrachee, Wheat is fixed at 18 cwt. to the ton, for steamers, instead of 16 cwt. at Bombay; Teelseed and Rapeseed at 16 cwt., instead of 14 cwt. to the ton. There is an evident disadvantage to the shipper at Bombay, and furthermore an unfairness, as proved by a Special Committee of the Bombay Chamber of Commerce in 1879, when Wheat at 16 cwt. to the ton was shown to represent about 36 cubic feet, instead of 40 cubic feet. At the other places, Madras, Cochin and ports of Ceylon, the custom is the same as at Calcutta, viz., "the same weight and measurement for both ships and steamers," but there is more or less need for a scale uniform with other ports. In whatever manner it is to be obtained, uniformity is desirable for convenience of merchants and owners; if possible an uniform basis for ships and steamers, as at Calcutta, and also a fair adjustment of weight to measurement, and a fixed scale for each class of goods to be adopted by all ports alike. Correspondence has been carried on between the Chambers of Commerce of Bombay and Calcutta, but Calcutta has declined further revisal on the ground of existing simplification known to work well. The state of feeling at Bombay points to the need for more uniformity there, and it is thought the matter demands the consideration of ship and steamship owners in England, who could largely help in procuring the desired end.

*Extract from the Chamber of Commerce Tonnage Schedules for Ships and Steamers at Indian Ports.*

| ARTICLES. | KURRACHEE. | | BOMBAY. | | CALCUTTA. | MADRAS. | COCHIN. | CEYLON. |
|---|---|---|---|---|---|---|---|---|
| | Ship. | Steamer. | Ship. | Steamer. | Ship or Steamer. | Ship or Steamer. | Ship or Steamer. | Ship or Steamer. |
| | To the Ton. | To the Ton. | To the Ton. | To the Ton. | To the Ton. | To the Ton. | To the Ton. | To the Ton. |
| Cotton | 50 ft. | 40 ft. | 50 ft. | 40 ft. | 5 bales or 52 ft. | 50 ft. | 50 ft. | 50 ft. |
| Wool | 50 ,, | 40 ,, | 50 ,, | 40 ,, | 50 ft. | 50 ,, | .. | .. |
| Jute | ... | .. | .. | .. | 5 bales or 2 ft. | 50 ,, | .. | .. |
| Linseed | 18 cwt. | 16 cwt. | 18 cwt. | 16 cwt. | 20 cwt. | 18 cwt. | 18 cwt. | .. |
| Rapeseed | 17 ,, | 16 ,, | 17 ,, | 14 ,, | 20 ,, | 18 ,, | 17 ,, | .. |
| Gingellyseed | 17 ,, | 16 ,, | 17 ,, | 14 ,, | .. | 17 ,, | .. | .. |
| Teelseed | 17 ,, | 16 ,, | 17 ,, | 14 ,, | .. | .. | 17 ,, | .. |
| Pepper | 16 ,, | 13 ,, | 16 ,, | 13 ,, | .. | 16 ,, | 16 ,, | 16 cwt. |
| Rice | 20 ,, | 18 ,, | 20 ,, | 16 ,, | 20 ,, | .. | 20 ,, | 20 ,, |
| Myrabolams | 16 ,, | 13 ,, | 16 ,, | 13 ,, | 16 ,, | .. | 16 ,, | 16 ,, |
| Wheat | 20 ,, | 18 ,, | 20 ,, | 16 ,, | 20 ,, | 20 ,, | 20 ,, | .. |
| Castorseed | 17 cwt. | 16 cwt. | 17 cwt. | 14 cwt. | 15 cwt. | 15 cwt. | 17 cwt. | .. |
| Cinnamon, bales | 10 ,, | 8 ,, | 6 ,, | .. | .. | .. | 800 lbs. | 800 lbs. |
| Coffee, in bags | 16 ,, | 12 ,, | 16 ,, | 12 ,, | 18 ,, | 18 ,, | 18 cwt. | 18 cwt. |
| Coir, bundles | 6 ,, | 5 ,, | 6 ,, | 5 ,, | 12 ,, | .. | .. | 12 ,, |
| Cutch | 16 ,, | 13 ,, | 16 ,, | 13 ,, | 18 ,, | 17 ,, | 16 ,, | .. |
| Ginger, bags | 12 ,, | 10 ,, | 12 ,, | 10 ,, | 16 ,, | 12 ,, | 12 ,, | .. |
| Hides, bales | 50 ft. | 40 ft. | 50 ft. | 40 ft. | 14 ,, | .. | 50 ft. | .. |
| Horns, cow | 16 cwt. | 12 cwt. | 16 cwt. | 13 cwt. | 20 ,, | 20 ,, | 16 cwt. | 16 ,, |
| Do. Deer | 8 ,, | 6 ,, | 8 ,, | 6 ,, | 20 ,, | 16 ,, | 12 ,, | .. |
| Madder Root | 12 ,, | 8 ,, | 12 ,, | 8 ,, | 50 ft. | .. | .. | .. |
| Oil, in casks | 210 imp. galls | 40 ft. | 210 imp. galls | 40 ft. | 4 hhds. | 210 imp. galls | .. | .. |
| Paddy | 16 cwt. | 13 cwt. | 16 cwt. | 13 cwt. | 16 cwt. | 15 cwt. | .. | .. |
| Poppyseed | .. | .. | .. | .. | 20 ,, | 15 ,, | .. | .. |
| Tallow | 50 ft. | 40 ft. | 50 ft | 40 ft. | 20 ,, | 20 ,, | 18 ,, | .. |
| Turmeric | 13 cwt. | 11 cwt. | 13 cwt. | 11 cwt. | 16 ,, | 14 ,, | 14 ,, | .. |

Liverpool, 23rd January, 1882

No. 74 OF 1882.

BOMBAY, 17*th March*, 1882.

To the SECRETARY of the INCORPORATED CHAMBER of COMMERCE, Liverpool.

DEAR SIR,—I have received your letter of 13th February, and in reply, the Committee desire me to state that this Chamber has long realized the advantages of a uniform tonnage scale for the East. In February 1879 a letter was sent to the Bengal Chamber asking if they would co-operate in a movement for the introduction of a uniform tonnage scale for India on a basis of 40 cubic feet per ton for steamers and 50 feet for ships; or if this did not meet with their approval, they were asked to state what they would consider should be taken as the standard ton for measurement goods for steamers and ships respectively. They answered that though agreeing with the Bombay Chamber in considering a uniform tonnage scale for all India desirable, they were not prepared at that time to re-open a question which had been recently settled in Calcutta. Again in August 1880 the subject was taken up, and a letter written to the Bengal Chamber hoping that they would now be prepared to take up the question. But the Bengal Chamber again replied that they did not feel themselves in a position to respond to the invitation of this Chamber. This will clearly show you that this Chamber is willing to help the movement referred to by the Liverpool Chamber. The Committee do not give an opinion on the fairness of your printed remarks in which comparison is made between the tonnage scale of the different Ports in India. One remark only we would specially refer to, viz., where you say that "there is an evident disadvantage to the shipper at Bombay, and furthermore an unfairness, as proved by a Special Committee of the Bombay Chamber of Commerce in 1879, when Wheat at 16 cwt. to the ton was shown to represent about 36 cubic feet, instead of 40 cubic feet." This may be correct, but we beg to point out that if 16 cwt. gives only 36 feet instead of 40 feet for the Bombay ton, 20 cwt. will only give 45 feet instead of 50 feet for the Calcutta ton, so that the same unfairness if it does exist at Calcutta as well as at Bombay. However, the main, nay almost the sole, difference between the scales of Bombay and Calcutta is that in Bombay the steamer ton is taken at 40 feet, while in Calcutta it is 50 feet. Up till the year 1872 the only official ton in Bombay was that of 50 feet both for ships and steamers, and the 40 feet was introduced then, we believe, for the first time into the official scale for steamer mainly because the P. & O. and some other steam companies had already introduced and insisted on it in practice. They believe, however, that shippers generally would be very glad indeed to go back to the one uniform rate of 50 feet as a standard for both ships and steamers the same as it is in Calcutta, and if you can induce shipowners at home to agree to this, it is most unlikely that any opposition would be offered to it by the Bombay merchants and shippers

The Committee, therefore, give it as their decided opinion that if you wish to get a uniform tonnage scale for India adopted which involves the acceptance of standard of 50 feet for steamers, the first step is to obtain the consent of the large steamship companies ;

home which trade to this Port, as the agents out here would certainly never agree to it without the approval of their principals.—I remain, &c.,

D. WATSON, Acting Secretary.

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No. 97 OF 1882.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *5th April*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—As you are aware, the East India and China Trade Section of the Incorporated Chamber of Commerce of Liverpool has addressed a Circular to the various Chambers of Commerce established in India, with the object of advocating one uniform Tonnage Schedule for use at all Ports in India, Ceylon, and Burmah.

It is stated that such uniformity of usage is desired by most of the principal merchants at home and abroad ; and it appears to be considered that, amongst the various Schedules in vogue, that which is in force at this port is, upon the whole, the fairest to shipper and shipowner, the simplest, and generally the most convenient.

The Committees which have successively held office in this Chamber have hitherto hesitated to move in this matter, because they have feared to disturb the schedule established here, which, whatever its defects, has upon the whole worked smoothly.

The present Committee, however, observe that in a letter to the Incorporated Chamber at Liverpool, your Chamber indicates a willingness to adopt the general principle which runs through our schedule, viz., a ton of 50 feet alike for sailing ships and for steamers.

If this proposal should find acceptance amongst steam-ship owners, Kurrachee would probably be willing to follow ; and as, elsewhere, the 50 feet basis is pretty universal an important obstacle in the way of uniformity will have been removed.

No doubt many very troublesome questions would still arise, when passing from measurement goods, we came to fix the number of hundredweight which in the several remaining articles of exports should be taken to represent 50 feet ; and my Committee would be glad to learn whether in your opinion it is likely that we shall arrive at a common agreement upon such points.

To avoid misunderstanding, I am to add that it is quite recognised here that our schedule is not free from anomalies, and that it is far from giving effect to the principle laid down by those who originally drew it up.

To show clearly what this was I give the following extract from the Report of the Tonnage Committee of the Chamber, dated 20th August 1853.

" The Committee appointed by the Chamber of Commerce to prepare a Tonnage Schedule have agreed to submit the following with a recommendation that the Chamber adopt the same.

It professes to be compiled on the following principle which has

been adhered to as far as practicable. In all cases of doubt the Committee have resorted to actual experiments or to good data of actual shipments.

*Goods paying freight by weight.*

The ton must not exceed 20 cwt. in weight, nor must it exceed 50 feet in measurement. When an article weighs above 20 cwt. to the 50 feet, the ton is reckoned at 20 cwt. where 20 cwt. measure more than 50 feet that weight which measures 50 feet shall be deemed to be a ton.

*Goods paying freight by measurement.*

In this class no goods shall be comprised which do not weigh less than 20 cwt. to the 50 feet."—I remain,

H. W. J. WOOD, Secretary.

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No. 88 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 22*nd April*, 1882.

To H. W. J. WOOD, Esq., Secretary BENGAL CHAMBER of COMMERCE Calcutta.

SIR,—I have to thank you for your letter of 5th April, on the subject of a uniform tonnage scale for all India as suggested by the East India and China Trade Section of the Liverpool Chamber of Commerce.

The Committee instruct me to say that until a reply is received from home as to whether the leading steamship companies trading to this port will consent to a scale of 50 cubic feet, it would be useless in the meantime to take any further steps in the matter. Unless they consent, the Committee fear it would be very difficult, if not impossible, to force a new scale upon them against their wishes.

Were this point settled, however, the Committee think it would be possible to arrive at some common agreement in fixing the number of cwts. of various articles which should be considered the equivalent of 50 cubic feet.

The general principles on which our tonnage scale has been fixed are exactly the same as those laid down in the end of your letter, except that for 20 cwt. and 50 feet you must read for this port 16 cwt. and 40 feet.

The Committee again thank you for your letter, and hoping to address you soon again on the subject when our answer is received from the Chamber in Liverpool.—I remain, &c.,

D. WATSON, Acting Secretary.

# APPENDIX U.

## THROUGH BOOKING OF GRAINS FROM RAILWAY STATIONS IN INDIA TO PORTS IN EUROPE.

No. 409 OF 1882.

*Extract from the Proceedings of Government in the P. W. Department (Railway), dated 28th February, 1882.*

Read the following :—

No. 154 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

PUBLIC WORKS DEPARTMENT,
FORT WILLIAM, 15*th February*, 1882.

To the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward, for consideration and expression of opinion, copy of a Despatch from the Secretary of State, No. 185, Railway, dated the 29th December, 1881, with enclosure, relative to the question of the establishment of through-booking between England and India.

2. His Lordship, it will be observed, only treats of the through-booking as regards the export trade from the Punjaub. But the same principle would equally apply to the other ports of India, and I am to request that the subject may be taken into consideration, and that the Government of India may be favoured with an expression of the views of the Government of Bombay as to how far the principle of through-booking might be applied to the lines of Railway under the Government of Bombay, and how far they might be extended to imports conveyed to important stations up-country as well as to the exports from such stations.

3. I am to add that the Government of India is not disposed to view with favour the proposed manner of crediting the Company with the freight at the rate of exchange of 1*s.* 10*d.* the rupee. All such transactions should be conducted at the current rate of exchange.—I have, &c.,

M. BRACKENBURY, Captain, R.E.,
For Secretary.

No. 185.—RAILWAY.

INDIA OFFICE, LONDON, 29*th December*, 1881.

To HIS EXCELLENCY the MOST HONOURABLE the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD MARQUIS,—In forwarding a copy of a letter from the Directors of the Sind, Punjab and Delhi Railway Company to their Agent at Lahore, No. 1857 of the 2nd instant, I desire to request the consideration of your Excellency's Government to the subject therein discussed, viz., the establishment of through-booking arrangements between this country and India, in view to facilitating the grain traffic between the Punjab and Europe.

2. It will be seen that the Directors of the Company also advocate the erection of storehouses near their stations for the storage of agricultural produce, a subject which formed the subject of my Railway Despatch No. 149 of the 10th November 1881.—I have, &c.,

HARTINGTON.

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No. 63 OF 1881.

SIND, PUNJAB AND DELHI RAILWAY COMPANY.

GRESHAM HOUSE, OLD BROAD STREET,
LONDON, E. C., 2*nd December*, 1881.

ROSCOE BOCQUET, Esq., C.I.E., Agent, Lahore.

SIR,—With the view of assisting to establish a continuous traffic in grain in the first instance, in which articles the competition is so close, and the intermediary charges in consequence reduced almost to a minimum, and in the hope and expectation that the vast wheat-bearing area of the Punjaub may be much more largely available for the supply of this food to the west, the Board have had under their consideration the question of through-booking, which is now so largely practised between this country and America and the Continent of Europe, with the desire to introduce the same system on their lines in India, being assured that the good results to Railways here may be obtained there also.

Through-booking.

2. The chief stations on the Company's Punjab system, whence wheat is at present forwarded, are Raivind 786 miles, and Ookarah 732 miles, from Kurrachee, and it is proposed to grant through Bills of Lading at these stations in Great Britain, all transit charges being paid at the port of discharge.

3. To carry this out, it will be necessary to secure the co-operation of the Indus Valley State Railway.

4. The Railways in India are not in a position to offer through-rates to the public; but their rates of carriage being fixed, it will be for the ocean carriers to make their tenders in communication with

the Traffic Departments of the Railways to the forwarders of wheat at the stations in the producing districts.

5. The rate being fixed in the Sterling payable in Great Britain, to the proportion of the charge for Railway carriage must be added insurance on it against loss by destruction of the ship—this would be from $\frac{3}{10}$ to $\frac{5}{10}$ per cent.

6. Besides the insurance, there must be added to the quoted rate an exchange of one to two per cent., more favourable to the receiver of the Railway freight here than the current quotation for Government Council drafts in London on India.

7. The wheat would be held as security for the payment of the sum due for Railway freight, and, on the receipt of the same, it would be paid into the Treasury of the India Office here, the Indian Government giving this Company, for its share, credit for the rupees in In at 1/10 per rupee, as though the freight had been paid there.

8. The Board are favourable to the establishment of this system which, they trust, will meet with the Government approval, and their hearty co-operation, as besides the expected increase of their own traffic and many very valuable considerations in connection with the probable benefits to, and enlargement of, the commerce of Sind and the Punjab, likely to result from its adoption ; it may be convenient in reducing the amount of annual Council drafts.

9. In connection with through-booking Mr. P. Pavy, who has orders from some large wheat dealers, is proceeding to the Punjab, and, in a mail or so, you will receive from this office a form of through Bill of Lading.

10. The Directors are pleased to notice that the Government of India are desirous, in the interests of commerce, that the formation of gunges or store-houses should be promoted in the neighbourhood of Railway Stations. The Board heartily approve of such measures, the provision of which would appear to be imperative if the through-booking system is to obtain any magnitude, and they desire that you will do all you can to encourage, through the means suggested, the formation of gunges and store-houses near our Railway Stations.

Formation of gunges and store-houses in the neighbourhoods of Railway Station.

11. The Board would like to know how far, in your opinion, the producing and trading enterprise of the Punjab is likely to furnish this desideratum, and whether the local authorities will join in promoting them.—I am,

W. P. ANDREWS, Chairman.

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RESOLUTION.—Government are pleased to appoint the following Committee to report on the questions raised in this letter :—

*President :*

The Consulting Engineer for Railways.

*Members :*

The Agent, Great Indian Peninsula Railway Company.

The Agent and Chief Engineer, Bombay, Baroda and Central India Railway Company.

Two Members of the Bombay Port Trust to be nominated by the Trustees.

The Examiner of Railway Accounts.

The Bombay Chamber of Commerce should also be invited to nominate a member from their own body.

T. F. DOWDEN, Major, R.E.,
Acting Under-Secretary to Government.

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No. 75 OF 1882.

CHAMBER OF COMMERCE, BOMBAY, *20th March*, 1882.

Major T. F. DOWDEN, R.E., Acting Under-Secretary to Government Public Works Department, Railway.

SIR,—Referring to Government Resolution on the subject of a Committee appointed to consider the question of the through-booking of wheat and grains by the Sind, Punjaub and Delhi Railway between Railway stations in India and Europe, I have the honour to inform you that Mr. L. R. W. Forrest, of the firm of Messrs. Killick, Nixon & Co., has been appointed the representative of this Chamber on the above Committee.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX V.

## PROPOSED ALTERATION IN THE PRINCE'S DOCK RULES FOR SHIPPING GRAIN AND OTHER EXPORTS.

No. 3892.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 15*th December*, 1881.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—It has hitherto been the practice at Prince's Dock to allow carts, loaded with grain and other exports, to drive alongside the vessel in which the goods were to be shipped, and to have the goods put on board from the cart without being tallied by the Dock officials. In such cases the Trustees' charges were checked by the mate's receipts given for the goods.

Some dissatisfaction has been expressed both on the part of ship agents and of shippers because the Trustees' officials did, as in the cases under reference, grant a receipt to the shipper, but on the other hand, left the shipper face to face with the ship's officers, and in the event of a difference between the muccadums and the ship's tally, either no receipt at all was given for a portion of the goods said by the muccadum to have been shipped, or else a receipt for a quantity in dispute was given.

In cases of direct shipment such as those above described, there was no check either on the part of the Customs or of the Dock officials of the quantity entered in Customs documents with the quantity actually shipped, and this the Collector of Customs has strongly objected to.

When carts thus take goods alongside, and such are at once shipped, other goods stored in the sheds are apt to be kept back, and it may thus happen that the goods first sent to the Dock are shut out, whilst goods sent down to the wharf at the last moment are put on board. The wharf, moreover, is blocked with carts, and the work of loading is hindered thereby.

In order to check the goods that enter the Dock, it has been proposed that each cart be provided with a ticket specifying the quantity of goods carried, the ship it is intended to be sent by, &c., and that carts shall enter and leave the Dock by the gates nearest the vessels to be shipped by.

The enclosed rules have been prepared in order to regulate the traffic and to enable it to be checked, but before approving of these the Trustees have directed me to forward them to the Committee

of the Chamber for any remarks the members may have to make on them.

A plan showing the sheds and gates referred to in the rules is herewith forward.—I have, &c.,

G. MANSON, Secretary.

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BOMBAY PORT TRUST.

PROPOSED REGULATIONS FOR TRAFFIC AT PRINCE'S DOCK.

There should be four gates in the Dock fence, and all should be made "double," so that one-half may be used for goods and carts entering, and the other for goods and carts leaving the Dock.

The traffic should be distributed in the following manner:—

*Exports or Import to or from.*

| | | | |
|---|---|---|---|
| Sheds A and B, | to pass by | gate in | south fence. |
| „ C, D, and E, | „ | south gate in | west fence. |
| „ F, G, N, and O, | „ | north gate in | west fence. |
| „ P, Q, H, J, K, L, M, | „ | gate in | north fence. |

All exports should be accompanied by a ticket which should mention the name of the vessel by which the goods are to be exported, the shed through which they are to be passed, as well as the name of the shipper, the mark, description, and quantity of goods.

These tickets should be coloured *yellow* if for goods to be passed through the gate in north fence; *blue* for north gate in west fence; *red* for south gate in west fence; and *green* for gate in south fence. The Dock Chowkies at these gates should also be painted as above, so that cartmen may fully understand the arrangement.

A first supply, say four books of one thousand of each color, should be given free to exporters; thereafter they will have to supply their own tickets.

A lithograph plan showing the position of the various sheds and berths, and also the gates, should be furnished to each firm doing business at the Dock.

Empty carts should leave the Dock by the nearest gate.

Shut-out goods should be passed out by the same gate as that by which they entered.

Gate register to be kept according to ship, and each gate-keeper to be furnished with information regarding all goods passed through his gate that may have been shut-out or transferred to another ship.

The extra expenditure Rs. 290 a month required to meet the charge for extra gate-keepers and sepoys should be incurred.

The Collector of Customs stated that he required that Dock records of all goods when tallied into Dock, and also when tallied into the ship should bear some reference to enable the customs documents to be connected with the goods, and this, it was agreed, should be done.

In the shipping of goods regular rotation should be enforced except

in the event of the goods longest on the Dock premises not being such as the vessel might just then require, in which case those longest present of the description needed should first be loaded.

When previous notice is not given, it should be assumed that a receipt will only be required for the entire consignment brought for shipment, and this receipt should in every case be given. If, however, notice is given when the first delivery is made, receipts will be given daily or for lots as may be arranged.

All export cargo whether taken through the sheds or not must be properly piled and go through the same process of tallying, &c., as if it had gone through the sheds in the ordinary way.

G. MANSON, Secretary.

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No. 270 of 1881.

BOMBAY CHAMBER OF COMMERCE, 19*th December*, 1881.

To the SECRETARY BOMBAY PORT TRUST.

SIR,—I have to thank you for your letter No. 3892, dated 15th instant, asking the opinion of the Committee of the Chamber with regard to proposed alterations in the Prince's Dock rules for shipping grain and other exports. As these alterations will most seriously effect both shippers and shipowners, the Committee have thought it best to circulate your papers in order to get the opinions of the leading firms engaged in both trades. But what with the holidays and the change in the Chamber's Committee, I fear it will be very inconvenient for them to send you a proper reply till early in January.

In the meantime I have to express the hope that the Port Trust will defer coming to any decision on the matter until the opinion of the mercantile community has been properly put before them. —I have, &c.,

D. WATSON, Acting Secretary.

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No. 43 of 1882.

BOMBAY CHAMBER OF COMMERCE, 10*th February*, 1882.

To the SECRETARY to the BOMBAY PORT TRUST.

SIR,—In continuation of my letter No. 270 of 1881, dated 19th December, and in further reply to your letter No. 3892 of the 15th December, asking the opinion of the Chamber on Port Trust memorandum on the subject of the regulation of export traffic in the Prince's Dock, I have the honour to inform you that the Committee of the Chamber have made full enquiry on the subject among the firms most interested in the question both as exporters and as ship agents, and they desire me on their behalf to offer the following remarks on the proposed regulations.

Part of these proposals the Committee highly approve of and would gladly see carried out, as they would, in the opinion of the

Committee, tend to facilitate the despatch of business, and be a convenience to all engaged in the trade. At the same time other large and important parts of the proposal must have their strongest opposition, as they believe they would seriously hinder the despatch of business, cause much inconvenience and delay to shippers, and seem to them quite outside the proper province of either the Dock or the Custom House authorities.

I will, for the sake of convenience, divide the Port Trust memorandum into paragraphs corresponding as far as possible to the various distinct proposals, so that I may by ables more shortly to give each a categorical answer.

*Para.* No. 1.—Beginning with "There should" and ending "leaving the Dock."

All this the Committee think a highly desirable arrangement.

*Para.* No. 2.—Beginning with "The traffic should" and ending "Quantity of goods."

All this also the Committee think advantageous, and their only criticism is that the details on the cart-tickets seem too cumbersome. They think it would be quite sufficient to have on the tickets—

1*st.*—The name of the shipper.

2*nd.*—The name of the ship.

3*rd.*—Quantity and discription of the goods. Thus if cotton only the number of bales, and if seeds only the number of bags. To check marks and number at the gate seems unnecessary, and would lead, it is feared, to much delay.

The Committee would further suggest that the Dock authorities should furnish to the daily shipping list particulars of the sheds at which the different steamers are taking in cargo, and this information being published daily in the returns, shippers would know at once what colour of tickets to use. The Committee also think that the posts or some other prominent parts of the gates and sheds should be painted the same colour as the tickets to be used at them. This would be of great use to native drivers, and it would also be advantageous to have a man stationed at each gate to show the drivers where to go.

*Para.* No. 3.—Beginning with "These tickets" and ending (in the middle of next page) with words "should be incurred."

The Committee also see no objection to these proposals. Some of them tend to facilitate traffic, and the "gate clerk" proposal is only they think reasonable to keep the records of the Dock and the Custom House correct, but they trust it will not be worked so as to impede the despatch of cargo.

*Para* No. 4.—Beginning with "The Collector" and ending with "should be done."

The Committee are most strongly opposed to any such regulations. They would seriously impede the despatch of cargo, and would be a constant source of vexation and delay to shippers. These checks are only required by the Custom House for statistical purposes, and for

this the previous gate check which the Committee have approved of would amply suffice. To push this system of check further the Custom House would also require to open and weigh the bags to see that they are correctly returned. Ships manifests are always practically correct for all statistical purposes, and the Custom House can enforce heavy penalties if the returns are false. No such regulations exist in England to impede the rapid shipment of duty free cargo.

*Para.* No. 5.—Beginning with "In the shipping" and ending "first to be loaded."

This seems to the Committee a most unwarrantable and purposeless interference with private rights. It is entirely a question for ship agents and shippers to settle what goods a ship will take first, or what goods the ship will take at all, and what she will shut-out.

*Para* No. 6.—Beginning with "When previous" and ending "may be arranged."

As a rule, receipts are wanted by shippers for the cargo as daily sent in. Therefore, why ask a notice, or rather why ask shippers always to give notice? Is not the present plan better which is practically to consider the notice always given? If a notice is required, let it be a notice that "only a receipt is required for the whole consignment." The Committee think this regulation a perfectly unnecessary one.

*Para.* No. 7.—Beggining with "All export cargo" and continued to the end of the memorandum.

This last proposal must have the Committee's strongest opposition. It is no part, it seems to them, of the duty of either the Dock or Custom House to check cargo into ships. If ship's officers and muccadums are not fit for this duty the sooner the shippers and shipowners provide themselves with those who are, the better for all concerned. The proposed regulations would lead to much trouble and delay (in the monsoon they would be almost unworkable), and are also most objectionable as they would tend to shift responsibility from the shoulders on which at present it properly rests.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 1008.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINTONE CIRCLE, BOMBAY, 31*st March*, 1882.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—The Trustees have carefully considered the remarks made in your letter of 10th February on the proposed rules for the conduct of traffic at Prince's Dock, and you will observe from their Resolution No. 173, dated 28th instant, that they have been largely guided by your recommendations in finally framing the rules.

It is not apprehended that any difficulty will arise in working

these rules, but a careful look-out will be kept, so that any alteration which further experience may suggest may at once be made.—I have, &c.,

G. MANSON, Secretary.

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No. 173.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 28*th March*, 1882.

Excerpt from the proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 28th instant.

Submitted letters from the Secretary to the Chamber of Commerce, dated 10th February, commenting on the rules proposed by a Committee of the Trustees for the arrangement of traffic at Prince's Dock.

The correspondence having been circulated was not read.

Read minutes of Trustees thereon.

RESOLUTION.—The arrangements proposed by the Committee for the conduct of traffic at Prince's Dock are approved, and should be brought into effect in the following amended form :—

1. There should be four gates in the Dock fence, each to be double, so that one-half may be used for goods and carts entering, and the other for goods and carts leaving the Dock.

2. The Traffic should be distributed in the following manner :—

*Exports or Imports to or from.*

| | | | |
|---|---|---|---|
| Sheds | A and B, | to pass by gate in | south fence. |
| ,, | C,D, and E, | ,, | south gate in west fence. |
| ,, | F,G,N, and O, | ,, | north gate in west fence. |
| ,, | P,Q,H, and J,K,L,M, | ,, | gate in north fence. |

All exports must be accompanied by a ticket which shall mention the name of the vessel by which the goods are to be exported, the shed through which they are to be passed as well as the name of the shipper, the main mark, description, and quantity of goods. The Dock Superintendent shall furnish to the Chamber of Commerce daily shipping list, particulars of sheds at which different steamers are loading.

3. The tickets referred to in Rule 2nd shall be coloured *yellow*, if for goods to be passed through the gate in north fence; *blue* for north gate in west fence; *red* for south gate in west fence; and *green* for gate in south fence. The Dock Chowkies at these gates, as also the gate posts to be painted as above, so that cartmen may fully understand the arrangement. A first supply; four books of one thousand of each colour, to be given free to exporters; thereafter they must supply their own tickets. A lithograph plan showing the position of the various sheds and berths, and also the gates, to be furnished to each firm doing business at the Dock.

Empty carts to leave the Dock by the nearest gate.

Shut-out goods to be passed out by the same gate as that by which they entered.

Gate Register to be kept according to ship, and each gate-keeper to

be furnished with information regarding all goods passed through his gate that may have been shut-out or transferred to another ship.

4. In the shipping of goods regular rotation shall be enforced, except in the event of the goods longest on the Dock premises not being such as the vessel may just then require, in which case those longest present of the description needed should first be loaded.

5. Unless previous written notice is given that a receipt will only be required for the whole consignment, receipts will be given daily for the cargo sent in. In every case receipts will be given either for the whole consignment or for each day's receipts.

[True Excerpt]

G. MANSON, Secretary.

# APPENDIX W.

## FORMS OF BILL OF LADING FOR THE EASTERN TRADE.

No. 261 OF 1881.

BOMBAY CHAMBER OF COMMERCE, *30th November*, 1881.

H. W. J. WOOD, Esq., Secretary Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—The new form of Bill of Lading now in use by steamers in the Eastern trade has been the cause of much complaint and dissatisfaction, and there is a strong desire on the part of many merchants here to have the whole matter gone into afresh.

It has received the attention of the Committee that it is a subject which your Chamber has recently taken up and dealt with, and I would be glad if you would favour me with a report of what has been done by your Chamber in the matter.—I remain, &c.,

D. WATSON, Acting Secretary,

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No. 401 OF 1881.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *3rd Dec.*, 1881.

D. WATSON, Esq., Acting Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your letter of the 30th ultimo.

The subject of Bills of Lading for steam vessels from Calcutta to the United Kingdom has engaged the attention of shippers of cargo from this port for some years, and endeavours have been made from time to time to get rid of clauses introduced into the various forms issued by the different lines of steamers, to which exception has been taken both by exporters here and consignees at home.

About six months ago the agitation in this respect was renewed by members of the Chamber and others interested in the matter, and it resulted in the appointment of a Special Committee to consider and report upon the Bills of Lading now in use.

The Committee's Report and Abstract of proceedings were submitted by them in October, and at a Special Meeting held here on the 23rd of last month, the following Resolutions were adopted:

"That the Report now submitted be accepted, and the

thanks of this Meeting be accorded to the Committee for the careful and able report they have drawn up."

"That the Committee of merchants in London who previously acted in settling the form of Bill of Lading for sailing ships from Calcutta to ports in the United Kingdom be invited to discuss, and empowered to settle, in consultation with steam-ship owners, the exact form and conditions of a Calcutta steam-ship homeward Bill of Lading; that the said London Committee be empowered to add to their number and to do all such things in furtherance of this Resolution as may seen to them desirable."

"That the Committee of the Chamber of Commerce be requested to give effect to the preceding Resolution."

The Committee of this Chamber having been requested to give effect to the last Resolution, at once placed themselves in communication with the London Committee referred to, as per copy of letter attached.

Under separate cover I forward twenty copies of the Special Committee's Report and Abstract of proceedings for the use of your Chamber.—I remain, &c.,

H. W. J. WOOD, Secretary.

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## REPORT OF A COMMITTEE OF CALCUTTA MERCHANTS APPOINTED TO SUGGEST A FORM OF STEAMER BILL OF LADING, EQUITABLE ALIKE TO SHIPOWNERS AND MERCHANTS, FOR THE APPROVAL OF THE SHIPPING INTERESTS.

The Committee was composed of the following members :—

| | |
|---|---|
| J. A. Anderson, Esq. | ... of Messrs. Anderson, Wright & Co. |
| D. E. Micrulachi, Esq. | ... ,, Messrs. Tamvaco & Co. |
| J. Morison, Esq. ... | ... ,, Messrs. Ker, Dods & Co. |
| H. Reinhold, Esq. ... | ... ,, Messrs. Reinhold & Co. |

The Committee first met on the 28th July, 1881, when discussion was principally confined to tracing the history of the steamer Bills of Lading at present in use, which it was deemed advisable to record fully in the Minutes of the Proceedings.

Originally the same forms were indiscriminately used for both Steamers and Sailing-vessels, and a special Bill of Lading was first introduced for Steamers by the P. & O. S. N. Co., Ld.; gradually, however, after the opening of the Suez Canal and the increased Steamer traffic occasioned thereby with the East, other Steamship Companies adopted a similar special Bill of Lading, adding, however, thereto several additional exemption clauses.

At the Half-yearly General Meeting of the Bengal Chamber of Commerce, held on the 31st May, 1871, the Hon'ble J. R. Bullen Smith, President, drew the Chamber's attention to the many new and objectionable clauses introduced into the Bills of Lading of Steamer sailing from Calcutta, *viâ* Suez Canal, to London and other ports. He remarked that these clauses had been much complained of by recipients of cargo at home, and, with the view of eliciting an expression of

opinion from members generally on the subject, proposed the following Resolution :—

"*Resolved*—that, in the opinion of this Meeting, the Bills of Lading in use by some Lines of Steamers trading *viâ* the Suez Canal between England and British Indian Ports, contain clauses prejudicial to the interests of shippers and insurers of cargo; that the power to make any deviation from a customary voyage,—to call at places out of the customary route, and in any order convenient to the vessel,—the effecting transhipments,—the exemption from damage by smell of objectionable cargo,—and the payment of freight before right delivery of cargo, are provisions incompatible with the security of shippers and insurers of cargo, and form an unjustifiable innovation in the long-established custom which governs the conditions of Bills of Lading."

"*Further Resolved*—that, in the opinion of this Meeting, shippers from this Port should, in as far as possible, give the preference to Steamers, the Agents and Owners of which do not insert in their Bills of Lading the objectionable clauses alluded to."

The resolution was seconded by Mr. H. H. Sutherland, and carried unanimously.

With regard to the Bills of Lading introduced by the P. & O. S. N. Co., and the Messageries Maritimes of France, their Mail contracts, and the fact of their being essentially passenger lines, impose special obligations upon them, and render stringent conditions necessary to a considerable extent. But, after the opening of the Suez Canal in 1871, Steamship Owners generally pressed for the introduction in their Bills of Lading of similar exemption clauses to those used by the P. & O. S. N. Co., principally on the ground that the navigation of the Suez Canal and the Red Sea involved peculiar and novel dangers; and they gradually urged the formation of a Committee to frame a suitable Bill of Lading exempting them from liablity for certain of the additional risks they had then to undertake.

The question was subsequently taken up in London, and at a Meeting of Merchants and others interested in the trade with the East, held on the 11th July, 1871, a Committee of Merchants was appointed to consider all the special stipulations which had been gradually introduced into Bills of Lading for goods shipped by Canal Steamers, and to confer thereon with the Steamship Owners and Underwriters, with the view of drawing up a general form of Bill of Lading which should be equitable in its conditions to all parties, and of arranging such a method of settling the freight as might remedy existing irregularities.

A Committee of Shipowners then met to discuss the question with the Merchants' Committee, and eventually agreed upon the terms of the "Eastern Trade Bill of Lading, Outwards," in three forms, numbered 1, 2, & 3, to meet the circumstances of different voyages; and this Bill of Lading was generally adopted.

With regard to the Bill of Lading—"Inwards or Homewards," the Committees failed to arrange satifactory terms, more particularly respecting delivery of cargo and payment of freight, and the negociations were brought to a close. The Merchants' Committee, however, having devoted much care to the drafting of the Bill of Lading known as the "Eastern Trade Bill of Lading, Inwards, No. 4," recommended

it for adoption by Merchants trading in the East, and urged that they should use their best efforts through their correspondents abroad to have it recognised and brought into use at the ports of shipment.

The Committee of the Bengal Chamber of Commerce, on the other hand, considered that it would be no easy matter to introduce into the disputed form of Bill of Lading for merchandise shipped from Indian ports, conditions which had been so fully discussed by principals at Home, whose determinations regarding them were so diametrically opposed; and they accordingly preferred to leave the adjustment of the matter to the ordinary course of competition.

In consequence, shippers were unfortunately induced to accept the various forms of Bills of Lading adopted by the respective Steamship Owners, instead of insisting on the use of their own forms, which they appear to be entitled to do by law.

Matters drifted on in this unsatisfactory state until the year 1878, when Mr. Reinhold again drew the Chamber's attention to the great variety of forms in use, and the onerous clauses therein inserted, claiming exemption from liabilities of every possible character; whereupon the Chamber elicited the individual opinions of the various shippers on the subject, and they unanimously agreed that the introduction of an uniform Bill of Lading was highly desirable.

At the Half-yearly Meeting of the Chamber of Commerce in May, 1879, this matter was again a subject of discussion; but a month later, the revision of the Sailing-ship Bill of Lading was more prominently brought forward, and the settlement of the Steamer Bill of Lading, Homewards, was held in abeyance until the new Sailing-ship Bill of Lading, which came into force on the 1st of July, 1881, was adopted.

The London Committee then pressed the Steamer Bill of Lading upon the attention of the Calcutta Merchants, and the importance of the matter being urged upon the Chamber of Commerce by some forty Calcutta firms, it was at length suggested to appoint a Committee, consisting of two members representing the Chamber,—Messrs. J. Morison and D. E. Micrulachi, and two members representing the requisitionists,—Messrs. H. Reinhold and J A. Anderson, to suggest a new form of Steamer Bill of Lading, Homewards, which should be equally equitable to both Shipowners and Merchants, for the approval of the Shipping interests.

The Committee have now the honor to report as follows :—

STEAMSHIP BILLS OF LADING FROM CALCUTTA FOR LONDON AND LIVERPOOL.

This term is an adaptation of a form of Bill of Lading styled the "Eastern Trade Bill of Lading, Inwards, No. 4," recommended by a special Committee in 1871-72, but to which no general consent was ever given. The name and form have to some considerable extent been adopted by most of the Steamship Companies and Owners, but the so-called No. 4 Bill of Lading has since it was originally promulgated undergone many alterations, omissions, and additions, according to the individual ideas of the various Owners nominally adopting it, by which the interests of Merchant shippers have been injuriously affected. As the case at present stands, there is no customary or uniform Bill of Lading for Steamships bound Homewards, and the

records of the Bengal Chamber of Commerce bear evidence to the many protests which have made from time to time against such an anomalous and unsatisfactory state of affairs.

"Homewards," or as the London Committee of 1871-72 designated it "Inwards," can have reference only to such well-known and customary ports as London and Liverpool; indeed, the form discussed by the said Committee was only, or chiefly, for use by such Steamers as were to discharge their cargoes in London, where, nearly every instance, the various Dock Companies, or old-established Wharfingers, take charge of merchandise on arrival, and superintend its delivery. In such cases, the term of "*good and sufficient delivery*" is regulated by the recognised custom which has long prevailed at these ports; but the usage at other ports in Great Britain, and more particularly in the Continent of Europe, appears never to have been considered or discussed by the said London Committee of 1871-72. This, however, is a point of the utmost importance, and one which is continually being pressed more and more upon the attention of exporters from Calcutta, more particularly as the majority of shipments from Calcutta to such British outports, and ports in the Continent of Europe, are made under special Charter-parties. At present, however, we can only deal with the Bills of Lading which are in daily use for Steamships loading on the berth for London, or Liverpool, and we now proceed to consider the customary clauses therein, *seriatim*.

This is the usual clause which embodies the warranty that a vessel has received the merchandise in good condition under the Shipping order granted by the Owners or their recognized Agents. The latter modification has been introduced by some of the established Steamship Lines trading regularly between Calcutta and London, or Liverpool, as, to facilitate the despatch of business, and for the convenience of both shippers and ship-owners, it has become the practice to sign Bills of Lading in exchange for the Jetty Receipts granted by the Port Commissioners of Calcutta, and before the goods are actually transferred from the Jetty Warehouses to the steamer's holds. In such cases, the steamships *adopt* the "good order" receipts granted by the Port Commissioners, and shippers, consequently, are only concerned to ascertain how far their Policies of Marine Insurance cover the *risk of Fire on shore*, as well as *in boat or craft*. Most of the large Insurance Companies accept this extra risk.

It is unnecessary to refer to that portion of the ordinary phraseology as to who is the Master, or where the vessel is lying, always supposing that the vessel is loading *within the limits of jurisdiction of the Port of* Calcutta; but, as bearing on subsequent clauses, it is important to maintain the clear statement that the steamer is bound for London *via* the Suez Canal, which can only mean that, barring unforeseen accidents or incidents of the voyage, the steamer shall proceed to her proclaimed destination by the ordinary direct route.

There can be no reasonable objection to this clause so long as the Master or Owners do not strain its interpretation, and that "intermediate port or ports" are considered only to mean on the direct route aforesaid. To place this question beyond the possibility of dispute, it is suggested that the words, "*on the direct route*," should be inserted in the Bill of Lading after the words, "port or ports."

The form of Boat Notes and Shipping orders adopted by Calcutta

merchants, and recorded at the Bengal Chamber of Commerce, include a special request to the Captain, or Commanding Officer of the Steamer for the time being, not to receive the merchandise tendered for shipment unless marked and numbered, and in good condition, as specified in the Boat Notes. This is a point which requires particular attention when the clauses which Steamship Owners have inserted to modify or neutralize the acknowledgments of "good order and condition,"—"marks and numbers,"—come to be discussed later on.

The question of *delivery* of merchandise, acknowledged to have been received in good order and condition, forms one of the most important points in a Bill of Lading, and any reservation that detracts from the responsibility of Owners and Master in giving good and safe delivery should be excluded from a Bill of Lading, unless some peculiar nature or composition in the merchandise shipped warrants a departure from the ordinary conditions of delivery, in which case special stipulations might be inserted by agreement.

This clause, which is sometimes put in parentheses, but more frequently embodied in the general wording of Bills of Lading, should be struck out for the reason above stated. In cases where special exemptions are fairly allowable, such can be easily inserted; but a general clause of this nature is clearly out of place in the ordinary wording of Bills of Lading for steamships loading on the berth for London or Liverpool.

This is the ordinary clause provided by the statutory laws of all maritime nations, and the earning of the full freight by the vessel as a carrier depends upon its fulfilment.

In most forms of Steamship Bills of Lading, delivery is held to be completed on freedom of the goods from the ship's tackles, and—in some cases—when the goods swing level with the ship's top-rail. This does not constitute delivery in either case, and in a Steamship Bill of Lading for London or Liverpool, at which ports delivery is determined by custom, no such limitation clause ought to be inserted. If any special circumstances arise under which delivery from the ship's tackles may be fairly claimed, it would be advisable to adopt the legal definition of this condition, given by good authority and supported by precedent, viz.—"*safe and clear of the ship's tackles.*' For ports like London and Liverpool, where the usage regarding the delivery of goods is well-known and established, the question as to what constitutes delivery would be sufficiently defined by including the words "as customary" in the Bill of Lading.

The ship's responsibility ceases only when good and safe delivery has been given to the consignee, or, in case the consignee or his representative cannot be discovered at the time of discharging the goods, when the ship has deposited them under proper guardianship on shore. Even then, it is doubtful if the ship's responsibility ceases in all cases, especially if the Master has still a lien on the goods for freight.

If a vessel is advertised to load on the berth for London or Liverpool, the merchandise she engages to carry must be delivered at the customary Docks or Wharves within the ports of London or Liverpool, as the case may be, before the Owners can claim to have earned the stipulated freight; and as no difficulty can be experienced in reaching

the ports aforesaid, the boundaries of which are fully defined, the words—"or so near thereto as she may safely get"—should be omitted from a Bill of Lading for these ports.

This is the customary clause, which acknowledges the transfer of a Bill of Lading by endorsement, and which entitles the holder thereof to receive the goods in the ordinary course.

Before proceeding further, the Committee desire to draw attention to the definition by an eminent authority of what constitutes delivery. Judge Willes, speaking of a delivery which would satisfy and exhaust the Bill of Lading, says:—"There can be no complete delivery of goods until "they are placed under the control of the person who is to receive them." It was upon this point, and on the subsequent clause regarding payment of freight, which is dependent on good delivery, that the Committee of Merchants and Shipowners in London failed to agree in 1871-72, and this non-agreement prevented the adoption and general recognition of a form of Bill of Lading for the Eastern Trade, Inwards, or Homewards, though, doubtless in ignorance of the real facts, many Shipowners and Agents assert that the Eastern Trade Bill of Lading, Homewards, No. 4, is an accepted and customary form.

Again, the Merchants' Committee of London (1871-72) stated that "to constitute proper delivery, the Consignee must have the opportunity of ascertaining that his good are according to Bill of Lading, while the existing system does not afford this opportunity either on board ship or on dock quay; the shipowner, therefore, cannot be absolved from following the goods to their final destination, as, until they are there, examined, weighed, or measured, it is quite out of his power to render his freight account."

In discussing this clause, your Committee have had before them the Report of the aforesaid London Committee, whose grounds of objection to it are quoted as follows:—"That the present usage as to payment is of quite recent introduction, deriving any validity it has from the terms of Bills of Lading drawn up by Shipowners themselves, and that so far from being established by common consent, it has constantly been objected to by Consignees of goods." From the same Report, it appears that the Steamship Owners offered the following concession:—"That delivery should be made on prepayment of four-fifths of the estimated freight instead of the whole."

The London Committee subsequently recommended merchant shippers in Calcutta to substitute the following clause in *their* forms of Bills of Lading, viz:—"Freight for the said goods at and after the rate of————per ton of————delivered, is to be paid, subsequent to the landing thereof, by cash in London, not later than thirty days after the ship's reporting at the Custom-House, or upon any earlier day on which a freight release may be required and received by the Consignee."

A more recent Committee of Calcutta merchants, delegated by the Bengal Chamber of Commerce to consider, with a Committee of Shipowners, the conditions in Bills of Lading for sailing ships, and a lengthened discussion on this same clause, when it was conceded that freight earned should be paid without discount, (abrogating an old custom under which two months' interest was deducted) the discharge

of vessels being now much more rapid than in former years; but the Shipowners agreed to receive a payment on account, granting freight release against same, and thereby acknowledging that the full freight was only due on the completion of right, proper, and safe delivery of the goods. This Committee is, accordingly, of opinion that, in consequence of the more rapid discharge of steamers in London and Liverpool, the terms of payment of freight have become practically—cash without discount,—and, in the ordinary course of business, freight is even now paid on the arrival of the steamer at the time of claiming delivery of the goods. It, therefore, becomes all the more necessary to make it thoroughly understood that such payments of freight are made in anticipation of good and safe delivery, and that they cannot be claimed *before delivery* as a right. Consequently, any special clauses by which anticipatory payments of freight are made compulsory on the owners or consignees of goods should be excluded from the Bill of Lading.

The clause referring to the adjustment of average has generally been accepted without much discussion; but, as a great many Shipowners, and some of the large Steamship Companies in England, have agreed to adopt the "York and Antwerp Rules" for the adjustment of average claims, the simplest form in a Bill of Lading would be "*average as accustomed.*"

In dealing with the exemption clauses, the Committee have chiefly had under consideration the form of Bill of Lading mostly in use with the principal lines of steamers that trade regularly with Calcutta, and which form has been copied in many of its details from that recommended by the Merchants' Committee of London in 1871-72. However, in some of the clauses the wording is so diversified, and so many of the Companies claim special exceptions, occasionally of so absurd and extreme a character, that no doubt as to the necessity for the adoption of an uniform Bill of Lading can be reasonably entertained; and your Committee submit that the practice, by which the Agents of the various steamers frequenting this port supply to the shippers of goods such forms of Bills of Lading as the owners of the said steamers may respectively choose to adopt, is bad alike in principle and practice. As referred to in our preliminary remarks, P. & O. Co., being under special engagement to, and receiving a subsidy from, the Government for carrying the Mails, and also the Messageries Maritimes, for similar reasons, claimed, and were fairly entitled to, special consideration in the matter of exemptions, so long as they were essentially mail and passenger steamers; but since they have entered into closer competition as carriers of merchandise, they have sought to decrease their previous liability. But it is more particularly with the lines of steamers which have been called into existence by the opening of the Suez Canal that these exemption clauses have been most obnoxiously multiplied; and the only defence which has been set up for their introduction is,—that the extra dangers of the Canal route to India compelled extra protection against their liability as carriers. Doubtless, trading *via* the Red Sea involved increased hazard, more particularly in the first few years after the opening of the Canal, when the navigation of this route to the East was more imperfectly and less generally known to the Merchant maritime service; but as it was most decidedly in the

power of Steamship Owners to minimise the risks they ran as carriers by the employment of competent and skilled commanders for their vessels, it seems unreasonable that they should shift their proper responsibility on to the shippers whose goods they carry, by inserting unusual protective clauses in the Bills of Lading. Latterly the risk of this navigation has sensibly diminished, and we may argue from the great reduction in rates for Marine Insurance that it is now considerably less than that by other Ocean steamer routes, and yet for such other routes it has not yet been thought necessary to claim any other exemptions than those embodied in the old ordinary form of Bill of Lading, which is still continued in use by all steamers trading otherwise than to the East. This matter, however, assumes a more serious phase when the right is claimed by every outside steamer visiting this port, whose numbers we are glad to see are annually increasing, to force upon shippers of merchandise a document which, by its exemption clauses, virtually leaves the shipper with little or no protection.

With these remarks, your Committee proceed to discuss the more ordinary of the exemption clauses; but there are many others of a wider and more hurtful significance which they will subsequently allude to, so far as they have been under discussion. Without, however, unduly lengthening this Report, your Committee are of opinion that they can show sufficient reason for stringent measures being adopted by export merchants to protect their mutual interests by combined action.

The practice has gradually been commonly adopted to print in export Bills of Lading the words "*Weight and Contents unknown*," or, when these words were not printed, the Captain was allowed to include them in writing; but according to the Bengal Chamber of Commerce tonnage schedule, nearly all merchandise shipped by weight pays freight at so much per ton, nett weight delivered,—an arrangement which of itself determines the settlement of freight upon the actual weight of the goods ascertained at their destination of London or Liverpool, and thereby renders nugatory the words—"weight unknown." As regards the "*contents*" of packages shipped homewards from Calcutta, the Custom-House Pass which accompanies the goods sufficiently declares their nature without special verification. Your Committee are unable to trace any instance in which a claim was made against a ship in the Calcutta trade for misdescription of contents, nor can they suggest any reason for which the inclusion of this clause was permitted, unless as a harmless one, possibly to quiet the anxiety of some specially nervous master of a vessel,

As regards "*measure*," all goods shipped per ton of size from Calcutta, such as Jute, Cotton, Safflower, Gunnies, and similarly packed articles, are measured and agreed as to size before shipment, so that the words—"measure unknown"—can have no object beyond involving the risk of disputes on arrival of the cargo at its destination. We are not aware that as a general rule the ship is protected by including the words "*quality or value unknown*" in a Bill of Lading. The carrier has really only to deal with the outward condition of packages, and in cases where extra-valuable articles, such as Silk or Indigo, are shipped, the nature of the goods is invariably declared,

and a special rate of freight is charged for them. To crowd an ordinary form, or printed frame-work, for a Bill of Lading with unnecessary clauses is highly objectionable ; and while the Committee offer no objection to the words "weight and contents unknown," they recommend that the words "*measure, quality,* and *value*" in this clause should be omitted from the ordinary form of Steamship Bills of Lading.

The various forms of Bills of Lading which have been under the consideration of your Committee include in this clause many of the ordinary insurable risks, to obviate which, they recommend the adoption of the clause recently agreed upon for sailing-vessels with a shipowners' Committee, and to add thereto the special risks for steamships accepted by Lloyds' Committee, which are included in an ordinary Lloyds' Policy of Insurance.

The Committee will draw special attention in an Appendix to the understanding arrived at between the aforesaid London Committee and a Committee of Underwriters, when the Steamship Bill of Lading was discussed with the latter, detailing the various risks such an Insurance Policy covers, as well as those which it does not include. And your Committee would suggest that Calcutta merchants should see for themselves that the Policies issued by the numerous Insurance Agencies competing in Calcutta are worded in conformity with this understanding.

The Underwriters' Committee agreed that Marine Insurance Policies should cover "loss or damage arising from machinery or boilers," but the wording at present in use of the exemption clause admits of a much wider interpretation. Your Committee accordingly recommend the limitation of this clause to the riks which the Underwriters agreed to a accept, and to exclude the words "*explosion*," "*heat*," "*steam*," because if any of these accidents primarily results from the engines or boilers, shipowners are already sufficiently protected by the exemption clause as adopted by the Underwriters, and it is desirable that a Bill of Lading should not be crowded with unnecessary verbiage.

No sound reasons can be advanced for retaining these words, as such acts are covered by all ordinary Marine Policies, and it is not judicious to embody in any negociable document a special form of protection for shipowners against the acts of any of their servants, the selection of whom lies entirely in their own hands.

This clause has been allowed in the new London Conferance Form of Bills of Lading for sailing vessels, homewards. Under the Merchants' Shipping Act, the owner is exempted, but not the master. The question has been already fully discussed, and the Committee recommend that the entire of this clause should read the same in the steamship Bill of Lading as in the new form of sailing-ship Bill of Lading, Homewards, viz ;—"The Act of God, the Queen's enemies, loss or damage by fire on board, in hulk or craft, or on shore ; any act, neglect or default whatsoever of pilots, master, or crew in the management or navigation of the ship in the ordinary course of the voyage ; and all and every dangers and accidents of the seas, rivers, and navigation of whatever nature or kind excepted."

The foregoing clause—management of the ship—shall not be held to cover any act connected with the stowage or other dealing with the

cargo, not directly arising out of a sea peril. The clause, as adopted by your Committee, is covered in its ordinary acceptation by insurance; but as it has become a custom with the several lines of steamers trading regularly from this port to sign clean Bills of Lading in exchange for Jetty Receipts, before the merchandise is actually received on board the vessel,—an arrangement similar to the practice in London, where Bills of Lading are granted for goods brought on the quay within control of the vessel,—the Committee recommend that an uniform clause should be adopted in Policies of Marine Insurance, covering the risk against fire while goods intended for shipment by a loading vessel remain on the Jetty.

The following clauses referring to insufficient packing, and marks and numbers on packages, have frequently formed the subject of discussion in Calcutta, with the result that a general form of boat-note has been adopted by exporters, which provides that the goods are not to be taken on board unless the packages are in good order; and the commanding officer is requested by the boat-note to return any packages which may not be in good order; consequently, the goods being once accepted, shipowners are not entitled to be exempted from liability for insufficient packing. Your Committee are of opinion that this clause should be struck out, but if shipowners insist upon its retention, the words should be added —"provided such damage is not occasioned by cutting or chafage." An attempt was made by owners to introduce a similar clause for sailing ships, but after considerable argument it was abandoned.

With regard also to these items, the Committee beg leave to refer to the customary Calcutta boat-note,—to the remarks of Messrs. Sanderson and Co., on the introduction of a similar clause in sailing-ship Bills of Lading,—as well as to the discussions between the Merchants' and Shipowners' Committees in London, 1880. It appears to your Committee that if any such clause is considered necessary, it should be adopted from the new London Conference Form of Bill of Lading for sailing ships, viz:—"If quality marks are used, they are to be of the same size as the leading marks, and contiguous thereto; and if such quality marks are inserted in the shipping notes, and the goods are accepted by the mate, Bills of Lading in conformity therewith shall be signed by the Captain, and the ship shall be responsible for the correct delivery of the goods." If marks become obliterated through the nature of the goods contained in the packages, the fact can be easily proved, and the ship would naturally be entitled to claim exemption from liability on this account.

If either leakage or breakage results from perils of the sea, clearly the steamer is not responsible; but if they arise from bad stowage, the reverse is the case. If goods liable to leakage, such as liquids, or goods liable to breakage through being of a specially fragile nature, are shipped, the master can stipulate for special exemption; but to have such a standing clause inserted in all Bill of Lading forms is contrary to the generally understood nature of a freight contract, and the Committee recommend that it should be struck out.

The Committee of Lloyds' Underwriters have expressly determined that Marine Insurance Policies shall not include "damage by coal-dust when not mixed up with damage by sea-water." The London Committee of 1871-72 allowed this clause, owing to a representation

from steamship owners that such damage was sometimes unavoidable; but your Committee, having regard to the vast exports of grain and seeds from Calcutta by steamers, and to the fact that all such merchandise is shipped in bags,—indeed for the most part in double bags,—urgently recommend that this clause should be disallowed, as it opens a door for carelessness in taking the necessary precautions to avoid such damage: no first-class steamer, having the coal-bunkers properly constructed and divided from the cargo space, will ever damage cargo from this cause if ordinary care is taken to prevent it, and badly constructed steamers should not be allowed the benefit of so general an exemption.

If damage from these causes arises through perils of the sea, the underwriters are liable for the same; but if sweat and decay are occasioned by bad ventilation, or insufficient dunnage, the ship should be held liable. When goods of a nature specially liable to sweat and decay are shipped, the master may stipulate for special exemption; liability for rust, however, should be insisted on. Your Committee repeat that it is undesirable to encumber the ordinary frame-work of a steamship Bill of Lading with exemption clauses which are inapplicable to general merchandise; they uselessly take up space, and in so doing afford an opportunity of introducing other exemptions obnoxious to shippers, which pass unobserved amongst the crowd of sentences.

This clause was no doubt originated by the restraints put upon vessels in former years by the Spanish authorities, but it is now obsolete. If the clause "weight and contents unknown" is inserted in the Bill of Lading, a repetition in such an indefinite form is unnecessary: moreover, this does not apply to a vessel proceeding to London, Liverpool, or any other British port.

This permission is already provided for in the body of the Bill of Lading, and there is no object in repeating it.

This clause appears to your Committee superfluous, as the Merchants' Shipping Act lays down the principle, and exempts the owners from liability. According to established custom, packages above £100 in value are invariably declared, and are charged at a special rate of freight, for instance—Opium, Indigo, Silk, and similar articles.

When a similar clause was sought to be introduced in the new form of sailing-ship Bill of Lading, Messrs. Sanderson and Co. advised—"this clause is not an unreasonable one, but it would more properly find a place in the contract of affreightment than in a Bill of Lading." With this opinion your Committee concur, and the shipowners themselves withdrew their proposal for its insertion, it being evident that the master has sufficient power under the Merchants' Shipping Act to deal with such a package in the event of no declaration, or a false declaration, of its contents being given. However, if steamship owners insist on maintaining this clause, the Committee would not raise any serious objection to it. The principal reason for eliminating it is their desire to have a form of Bill of Lading which shall be kept free as far as possible from all superfluous stipulations, so that both the contracting parties may be able in the hurried course of business to see at a glance the full contents of such a document.

This clause has already been incidentally touched upon in discuss-

ing the mode of delivery of cargo and payment of freight. The Committee of Merchants in reviewing the matter proposed a special clause for goods shipped to London, as follows :—

" One clear working day after the day on which the ship reports at the Custom House, and is docked, is to be allowed for applications for delivery, and if thereafter the goods are not removed without delay by the consignee, the master or agent is to be at liberty to land and warehouse the same, or, if necessary, to discharge into hired lighters at the risk and expense of the owners of the goods."

As the custom of discharging ships or steamers in Liverpool is apparently somewhat different to the London practice, your Committee are of opinion that it would be better to omit this clause entirely, and rely upon the custom prevailing in London or Liverpool, respectively, as already recommended in this Report.

This and the following clause have no meaning in a Bill of Lading given for goods exported by steamers on the berth for London or Liverpool, which document alone your Committee have under consideration ; and they should consequently be omitted. In recommending this, however, the Committee desire to remark that it might be of advantage if a separate and distinct Bill of Lading (which should be of a different colour to the ordinary form, in order to make the two easily distinguishable) was provided for cases in which goods are intended for transhipment, and in these Bills of Lading such clauses as might be applicable to the various ports to which goods are transhipped from the direct steamers could be inserted.

The master or owner of the vessel has undoubtedly a lien on the goods *for freight*, but it appears to your Committee that it is neither right nor justifiable to give the master a further lien upon goods, probably shipped by a Calcutta merchant as agent for some distant principal, in such general and indefinite terms. If under special circumstances the ship has incurred liabilities or payments for which the cargo, or any portion of the cargo, is liable, the claim must and can readily be proved in a legal and proper manner ; but to admit, in anticipation, that any master or ship-agent can by wright impose an indefinite lien or claim upon merchandise without limitation, appears to your Committee dangerous and absurd. The " payments made, or liabilities incurred" can only have reference to the " fines and expenses and losses by detention of ship or cargo," &c., embodied in the previous clause, which the Committee recommended should be expunged ; and, if such recommendation is adopted, this clause must follow suit as a natural consequence.

This is a clause which is not inserted in all the Bills of Lading your Committee have had before them ; and it was not discussed between the steamship owners and the merchants in London in 1871-72. It is only applicable to goods carried to and from intermediate ports, but it is apparently inserted by some Companies as a sort of compromise, in case of non-delivery or short delivery of cargo.

In lieu of this wording, the Committee recommend the adoption in a new Steamer Bill of Lading of the clause agreed on between the owners of sailing ships and merchants, which appears to them more equitable, and better calculated to avoid disputes ; and which is now embodied

in the new London Conference Form of Bill of Lading for sailing ships, viz:—"In the event of claim for short delivery, price to be the market price of the day at port of discharge, on the day of the ship's reporting at the Custom House, less charges and brokerages."

This, like the foregoing clause, has reference only to shipments from or to intermediate ports, and can only be fully dealt with when Bills of Lading for special voyages come to be discussed; but your Committee may here remark that such a permission involves a question of marine insurance, inasmuch as it admits a considerable deviation from the voyage intended, of which neither the underwriter nor the insured can have any previous knowledge; and if the insurance policy did not cover such an eventuality, the vessel would clearly be liable for the value of the goods if they happened to be lost on the voyage to the "next convenient port." No provision of this nature was discussed at the London Conference of 1871-72, nor is it stipulated in all the Bills of Lading under the Committee's notice; it is evidently adopted from the P. and O. S. N. Co.'s Bill of Lading, which line, as before stated, has a right to special exemptions. In the ordinary form of Bill of Lading now proposed for steamers trading direct between Calcutta and London or Liverpool, such a clause is naturally inapplicable.

After the recital in the body of the Bill of Lading that the goods have been received in good order and condition—being marked and numbered—such a clause can only be intended either to override this declaration or to provide a loop-hole for escaping responsibility in case of a claim; moreover, it is not seriously intended that each package should be marked with the name of the port of destination, as, for instance, when Jute, Cotton, or similar goods, are shipped. Your Committee are unanimously of opinion that this and similar contradictory clauses should be entirely removed from the ordinary Bill of Lading, as they are capable of being construed more or less invidiously against shippers, and no honest shipowner would ever seek protection under them.

This is the usual final clause in all Bills of Lading, and requires no special comment.

Recently, however, some Agency Houses have introduced additional remarks in the margin of the Bill of Lading, or have encroached upon the blank space by inserting therein special notices, warnings, or reservations, of which the shipper had no previous knowledge. Such abuses should be discontinued. The Committee believe that remarks of this nature, added to a Bill of Lading without due notice to shippers, have no legal importance, but they are nevertheless calculated to raise disputes between merchants and shipowners, the avoidance of which is the principal object to be gained by the adoption of a general steamship Bill of Lading, equitable alike to all parties.

*Firstly.*—Shippers are requested to note the particular terms of this Bill of Lading as regards the validity of their insurances upon goods; while, in a great many instances, Calcutta merchants ship goods for principals at home who cover their home insurance, and the terms of whose policies are quite unknown to the merchants

*Secondly.* Shippers are politely informed that by paying a higher

rate of freight, the Company will undertake responsibilities not imposed by this form.

*Thirdly.*—Shippers are cautioned not to ship goods of a dangerous nature, or they are liable to penalties imposed by Statute.

To an unbiassed mind, the general interpretation of such clauses must be that shippers of cargo, instead of being ordinary constituents who afford the carrier the means of earning freight, are regarded by shipowners or their agents as dangerous customers, having constantly to be reminded by penal threats to avoid doing anything which may by possibility injure the shipowner or his interests. But, on the other hand, some shipowners do not hesitate to impose upon their constituents the most onerous conditions, a few examples of which will prove the urgent necessity that exists for the adoption of an uniform and plain document, to be tendered by shippers as their Calcutta Bill of Lading for steamships.

Thus far the Committee has only dealt with a form which, under existing circumstances, may be considered a comparatively reasonable one; but their task would not be complete without quoting some of the "exemptions" claimed in other forms which have been brought to their notice; for instance:—

The ordinary insurable risk includes pirates and robbers by land or sea, but not pilfering or embezzlement; while the clause is evidently intended to cover pilfering, embezzlement, and broaching of cargo on land or at sea.

At the London conference of shipowners and merchants under the presidency of C. M. Norwood, Esq., M. P., the shipowners withdrew the clause relating to vermin.

An owner who requires the insertion of such a clause must manifestly have some doubts as to whether he has not entrusted his vessel to a dishonest and dangerous Captain and crew.

In all ordinary affairs of life, the law holds that the owner or master is liable for the acts of his servants to whom he delegates power, and whom he himself has selected for the exercise of such power. To these maxims, which is quoted from a Bill of Lading before the Committee, affords a startling variety.

To crown the last superlative negation of responsibility, an absolute demand is put forward for freight with interest, *if freight is not paid when the vessel is ready to discharge*, a requisition which entirely ignores the statutory laws which exist in all civilized states, as to the primary earning of the freight so peremptorily demanded. In another Bill of Lading before the Committee, the shipowners claim the liberty to carry the goods to their port of destination by the steamer named in such Bill of Lading, or "by any other steamer or steamers, *ship* or *ships*, either belonging to them or other persons, either directly *or indirectly* to such ports, and to *tranship or land and store* the goods either on shore or afloat, and re-ship and forward the same *in any manner* at their expense, *but at merchant's risk!*" Comment on this is needless.

There is, however, an unpleasant piece of despotism involved in another clause, which runs as follows:—"This Bill of Lading, duly endorsed, to be "delivered to the owners or their agents *on demand*,

after arrival, in exchange for the master's copy and an order for the delivery of the goods."

This means that the holder of a Bill of Lading for value, or a consignee of goods, is called upon to part with his legitimate stamped document in exchange for an unstamped captain's copy, coupled with a delivery order from the shipowner, or possibly even from an irresponsible agent, before any chance has been afforded of seeing the goods to be delivered.

Your Committee could multiply similar quotations from other Bills of Lading in use, but they feel assured that they have already given more than sufficient proof of the great want of mutuality in the contracts between shippers and shipowners, evidenced by the varied forms of Bills of Lading furnished by ship-agents, who unhesitatingly or unwittingly issue these one-sided documents on behalf of their principles.

In the endeavour to check such abuses, your Committee herewith submit a form of Bill of Lading which they have framed for the ordinary steamer trade between Calcutta and London or Liverpool, but the use of which they believe might be safely extended to all well-known ports in Great Britain ; and, under ordinary circumstances, they consider that this form will be found equally serviceable for most of the Continental ports.

When goods are intended for transhipment, there can be no objection to the inclusion of some special clause or clauses for the protection of shipowners as well as shippers ; but such clauses should be based upon plain and equitable conditions.

With these remarks your Committee close their Report for submission to the Special Meeting, which they understand the Bengal Chamber of Commerce intends shortly to summon for the discussion of this important subject.

J. A. ANDERSON.
D. E. MICRULACHI.
J. MORISON.
H. REINHOLD.

Calcutta, 12*th October*, 1881.

## CALCUTTA STEAMSHIP BILL OF LADING, "HOMEWARDS," *VIA* SUEZ CANAL.

If quality marks are used, they are to be of the same size as the leading marks and near thereto; and if such quality marks are inserted in the shipping notes, and the goods are accepted by the Mate, Bills of Lading in conformity therewith shall be signed by the Captain, and the steamer shall be responsible for the correct delivery of the goods.

Shipped in good order and condition by of Calcutta on board the Steamship whereof is Master for this present Voyage lying in the Port of Calcutta, and bound for *via* Suez Canal, with liberty to discharge and receive goods and passengers, and to take in coal or other necessary supplies at any intermediate port or ports on the direct route, to sail with or without pilots, and to tow and assist vessels in all situations of distress.

being marked and numbered as per margin, and to be delivered in the like good order and condition at the aforesaid Port of safe and clear of the ship's tackles, as customary, unto or to his or their assigns.

(The Act of God; the Queen's Enemies; loss or damage from fire on board, in hulk or craft or on shore; any neglect or default whatsoever of Pilots, Master or Crew, in the navigation of the ship in the ordinary course of the voyage; and all and every the dangers and accidents of the seas and rivers, and of navigation of whatever nature or kind; Pirates, Robbers by sea or land; (but not pilfering, petty theft, or embezzlement) restraint of Princes, Rulers or People; and loss or damage arising from the machinery and boilers, excepted.) Freight to be paid for the said goods at and after the rate of per Ton of delivered, subsequent to the landing thereof, by cash, (in London not later than thirty days after the ship's reporting at the Custom House, or upon any earlier day on which a freight release may be required and received by the Consignee) without discount; but otherwise subject to the customary mode of payment.

Average as accustomed.

In the event of claim for short delivery, price to be the market price of the day at Port of discharge on the day of ship's reporting at the Custom House, less charges and brokerages.

Weight, Contents and Value unknown.

In witness whereof the Master or Agent of the said Steamship has signed Bills of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

*Dated at Calcutta,* 18

APPENDIX.

The Underwriters' risk on the voyage named, calling at the intermediate ports named, is to include—

Coaling at other intermediate ports not named.
Taking in and discharging cargo while so coaling.
Sailing with or without Pilots.
Towing and assisting vessels in all situations of distress.
Loss or damage arising from the machinery or boilers.
Dangers and accidents arising from the navigation of the Suez Canal.

Any act, neglect, or default whatsoever of Pilots, Master, or Crew in the management or navigation of the ship, provided the expression "management of the ship" shall not be held to include any act connected with the stowage, or other dealing with the cargo of the ship, not arising out of a sea peril.

In addition to all risks comprehended and provided for in the body of the policy.

The Underwriter is not to be liable for acts or default of the shipper unconnected with sea perils, such as insufficient packing, incorrect marking, improper description, absence of declaration for inflammable or dangerous goods, or insufficient declaration of value for specie and valuables.

The Underwriter, however, is to be liable as heretofore for the consequences of sea damage or sea perils of any kind, such as leakage, breakage, sweat, rust, decay, when traceable to that origin, but not otherwise. Damage by coal-dust when not mixed up with damage by sea-water is to be borne by the merchant.

In case of the goods being placed in quarantine depôt, afloat or ashore, previous to the final delivery to the consignee, the Underwriters' risk will continue until such final delivery, and will cover risk of boats to and from such depôt.

In case of blockade, the Underwriters are understood to cover the voyage to the port of discharge selected by the Captain as fully and effectually as to the port of discharge named in the policy, their liability ending with the landing of the goods at the former destination.

Should the voyage be extended beyond the destination named in the policy, as when the goods cannot be found, or from stress of weather cannot be landed, the Underwriters are to be entitled to receive additional premium for the extra risk incurred.

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No. 8 OF 1882.

SHIPOWNERS' ASSOCIATION, LIVERPOOL, 22*nd December*, 1881

The SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are directed by the Committee for managing the affairs of this Association to send you the enclosed copy of the Sailing Ship Bill of Lading for the Homeward Trade from Calcutta to the

United Kingdom which, after considerable discussion, was at length finally agreed upon by a Joint Committee of London Merchants (deputed by the Bengal Chamber of Commerce) and London Shipowners.

The Bill of Lading has been in force since the 1st July last, and has been fully adopted by the Calcutta Trade.

You will no doubt agree with our Committee in considering it as highly desirable in the interests of all concerned that the terms of contracts under which freight is carried to the United Kingdom from different ports in the East should be as far as possible similar in terms.

Our Committee, therefore, desire us to propose that for all sailing ships entered outwards at your port to the United Kingdom on and after the 1st March, 1882, the enclosed form of Bill of Lading shall be used.

Annexed to the Bill of Lading, which we enclose, you will find a copy of the Indorsement which has been written on a copy of the Bill of Lading and signed by the Representatives of the Merchants and Shipowners who formed the Joint Committee, and we are requested to ask your Chamber to be good enough to undertake to superintend the printing and publication of the Bill of Lading at your port in the same way as the Bengal Chamber does at Calcutta.

We may add that similar proposals are being made by our Committee to the Chambers of Commerce at Rangoon, Akyab, Bassein, and Moulmein.

Awaiting your reply—We are, &c.,

FIELD & WEIGHTMAN, Secretaries.

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ENDORSEMENT.

LONDON, 11*th April*, 1881.

This Bill of Lading has been agreed upon in London by a Committee of Shipowners and Merchants appointed by the General Shipowners' Society of London and the Bengal Chamber of Commerce, Calcutta, as a Sailing Ship Bill of Lading from Calcutta to United Kingdom, and to be used for all Sailing Ships entered outwards at Calcutta for the United Kingdom as and after 1st July, 1881.

It is further agreed that clauses may be interested in writing, or stamped upon the document, in addition to the printed matter, if in pursuance of any special contract or agreement between the Merchant and the Ship, and that any of the further exceptions, heat, leakage, breakage, sweat, or decay may be inserted, but only in Bills of Lading for produce to which the exceptions proposed to be inserted are reasonably applicable.

The Bengal Chamber of Commerce is authorised to take such steps as it may see fit to superintend, so long as it remains in use, the printing and publication of this Bill of Lading.

F. W. HEILGERS, Chairman of Merchants' Committee.
JOHN CORRY, Chairman of Shipowners' Committee.

## SAILING SHIP BILL OF LADING, CALCUTTA TO UNITED KINGDOM.

If quality marks are used, they are to be of the same size as the leading marks and contiguous thereto; and if such quality marks are inserted in the Shipping Notes, and the goods are accepted by the Mate, Bills of Lading in conformity therewith shall be signed by the Captain, and the Ship shall be responsible for the correct delivery of the goods.

Shipped in good order and condition by
on board the Ship whereof is Master for this present
voyage lying in the Port of
and bound for

being marked and numbered as per margin
and to be delivered in the like good order and condition at the aforesaid Port of

(The Act of God; the Queen's enemies; loss or damage from fire on board, in hulk or craft, or on shore; any act, neglect, or default whatsoever, of Pilots, Master, or Crew in the navigation of the Ship in the ordinary course of the voyage; and all and every the dangers and accidents of the seas and rivers, and of navigation of whatever nature or kind, accepted.)

unto
or to his or their Assigns. Freight to be paid for the said goods at the rate of

without discount but otherwise subject to the customary mode of payment. Average as accustomed. In the event of claim for short delivery, price to be the market price of the day at port of discharge on the day of the ship's reporting at the Custom House, less charges and brokerage.

Weight, contents, and value unknown.

In Witness whereof the Master or Agent of the said Ship has signed Bills of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished the others to stand void.

*Dated at Calcutta* 18

No. 103.

SUB-COMMITTEE'S REPORT ON THE SUBJECT OF AN AMENDED FORM OF BILL OF LADING.

The Sub-Committee of the Chamber on the subject of an amended form of Bill of Lading for the Eastern trade, with special reference to Messrs. Lang, Moir & Co.'s letter of 15th November, 1881, have held several meetings, and considered fully the question submitted to them. The Report of the Bengal Chamber, which is very exhaustive, was taken as the basis of their enquiries, as also the new Bill of Lading which was recommended in that Report. After much discussion, however, it was found that the ideas of the shippers and the representatives of the shipowners were so far apart that it was hopeless to expect any agreement between them on the various points in dispute. It was also felt—even by those who represented the shippers—that the alterations proposed by the Bengal Chamber were of such a sweeping character that it would be impossible to get the shipowners at home ever to agree to them. The Sub-Committee, therefore, came to the conclusion that it was no use continuing their meetings any longer, and they decided to report to the Committee that they had been unable to agree to any Report that was at all satisfactory. They recommend, however, that the Committee should appoint representatives in England who might endeavour to meet with the leading steam shipowners there trading to this Port, and see how far they were willing to meet the views of merchants and shippers on this subject. The representatives of the shippers on the Committee think that they have much cause to complain of many clauses contained in the present forms of Bills of Lading and certainly wish to see these abolished or greatly modified. The representatives of shipowners on the other hand would consent to no alteration increasing the responsibility of their principals, and as there was no representative of the underwriters present who might have helped in fairly distributing the risk between carrier and insurer, it was felt that a prolonged discussion could produce nothing but negative results.

In the meantime, however, the Committee unanimously recommend that the approval of the Chamber which was given to a form of Bill of Lading in August, 1872, should be withdrawn. This form has not been adhered to by any of the regular lines, all of whom have made both additions and alterations, and no doubt the Chamber's "approval," is looked upon in courts of law as making "reasonable" and "expedient" some stipulations that would otherwise have difficulty in passing as such. They, therefore, strongly recommend that the Chamber's approval of the Bill of Lading of 28th August, 1872, should be withdrawn without delay.

W. M. MACAULAY.
A. BLASCHECK.
R. S. CAMPBELL.
JOHN MARSHALL
JOHN Y. LANG.
JOHN WILSON.
L. R. W. FORREST.

Bombay, 15th March, 1882

## BOMAY CHAMBER OF COMMERCE.

*Special General Meeting held on 14th July,* 1882.

BILLS OF LADING.

The Chairman said that in 1872 the Chamber gave a formal approval to what was known as the Eastern Trades Bill of Lading, but so many changes had since been introduced that anyone looking at it would scarcely recognise the original. He believed no one of the regular lines running to Bombay adopted the Bill of Lading in its entirety, but it was still in operation among Canal boats not belonging to any particular line; so many instances had occurred where clauses inserted in it had caused severe loss to consignees, that the Committee were unanimously in favour of the Chamber withdrawing the sanction which had been acquired. It was thought that in the event of the Bill of Lading coming into a court of law the mere fact of the Bill having the stamp of the Chamber would cause it to be viewed as a reasonable one. Therefore he proposed "that the formal approval of the Chamber given to that form of Bill of Lading commonly known as the Eastern Trade Bill of Lading at a Special General Meeting held on the 28th August, 1872, is hereby rescinded."

Mr. J. Marshall seconded.

Mr. Meili said he was once more greatly surprised that a resolution was brought forward without notice being given.

The Chairman said notice had been given in the papers.

Mr. Meili considered the resolution ought to have been given.

The resolution was carried.

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No. 203 OF 1882.

LIVERPOOL, *July* 1882.

To the COUNCIL of the INCORPORATED CHAMBER of COMMERCE of LIVERPOOL.

GENTLEMEN,—Having had the honour of being appointed by you to represent the Chamber on the Local Committee constituted for dealing with the question of a common form of Bill of Lading, and this Committee having now so far closed its labours as to have drawn up a Report and proposed Bill of Lading, we beg to lay these documents before you.

The Report so fully explains the present position of the subject, that we think no further remarks from us are necessary.

It will be observed that the special interests on either side—those of the shipowner on the one hand, and of the merchant and Underwriter on the other—were fully represented on this Committee, the former by the representatives of the Shipowners' and Steamship

Owners' Associations, the latter by the several Trade Sections of this Chamber. We, as the representatives of this Chamber, of course regarded ourselves as having no special interest on either side, but concerned only to see that the provisions of the new Bill of Lading should deal in a fair and satisfactory way with all interests, so as to promote the interests of maritime commerce in general. From this point of view, we can express to the Chamber our entire general approval of this Bill of Lading, at all events for the purpose for which it is at present intended,—that is to say, as a convenient basis for discussion at the approaching Conference of the "Association for the Reform and Codification of the Law of Nations.—We have, &c.,

RICHARD LOWNDES, President.
H. COKE, Member of the Committee.

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## BILL OF LADING COMMITTEE (LIVERPOOL).

### REPORT.

The "Association for the Reform and Codification of the Law of Nations" having, at its meeting in Cologne last year, approved of the proposal made to endeavour to establish a common form of Bill of Lading, so framed as to promote uniformity in the law of affreightment throughout the mercantile world; and having appointed a Special Committee to organize this work in the several countries; an invitation was issued, under the sanction of the Central Committee, to the several Shipowning and Mercantile Associations of Liverpool, to send two representatives from each Association in order to constitute a local Committee, for the purpose of taking the subject into consideration, and if possible framing a Bill of Lading adapted to the end here proposed.

In response to this invitation, each of the Associations sent two representatives. The Shipowners' Association appointed Mr. Donald Kennedy and Mr. John Rankin; the Steamship Owners' Association appointed Mr. James Spence and Mr. W. H. Wilson; the Chamber of Commerce appointed Mr. Richard Lowndes and Mr. Henry Coke; the American Chamber of Commerce appointed Mr. W. D. Heyne and Mr. B. F. Babcock; the East India and China Section of the Chamber of Commerce appointed Mr. Robert Gladstone and Mr. Magnus Mowat; the Iron and General Metal Trade Section appointed Mr. Alexander Sparrow and Mr. George Rae Anderson; the Cotton Section appointed Mr. B. F. Babcock and Mr. Bancroft Cooke; the Underwriters' Association appointed Mr. C. B. Vallance and Mr. S. Cross; and the Liverpool Law Society, who were asked to take part in order to advise the Committee on points of law and to assist in the framing of clauses, appointed Mr. H. W. Collins and Mr. A. Bright. These gentlemen, together with the following members of the Central Committee, who took part *ex officio*, viz.:—Mr. L. R. Baily, Mr. H. W. Gair, Mr. T. H. Ismay, Mr. W. A. Jevons, Mr. W. H. Jones, Mr.

James, Poole, and Mr. P. H. Rathbone, constituted the Liverpool Bill of Lading Committee.

This Committee, after holding 17 meetings, now closes its proceedings, at all events until after the approaching Annual Meeting of the Association, on the 8th August next, with the following report.

The Committee are practically unanimous on the following points:—

The present state of things, under which almost every steamship company has a form of Bill of Lading of its own, and there is uncertainty as to the effect of the special clauses constantly introduced, is inconvenient and objectionable.

There is no sufficient reason why the liability of a steamship owner should differ from that of a shipowner, in such matters as damage resulting from improper stowage, or as to loss occasioned by collision or other accident of navigation, brought about through some fault or error of judgment on the part of the master or crew.

If a common form of Bill of Lading can be drawn up, such as would fairly meet the reasonable requirements of the shipowner on the one hand, and of the owners and insurers of the cargo on the other, its general adoption would be a great convenience to mercantile men.

Admitting that there may be reasons for special clauses in particular trades, and also admitting the principle of freedom of contract, it still would be a great advantage to have any special clauses printed or written in such a manner as to be easily distinguishable from the common form; as, for instance, in the margin of the Bill of Lading, and not in the body of it. The contracting parties could then readily direct their particular attention to these special clauses, and would know what they were asked to agree to.

The principle of the common form of Bill of Lading should be this: that the shipowner, whether by steam or sailing ship, should be liable for the faults of his servants, in all matters relating to the ordinary course of the voyage, such as the stowage and right delivery of the cargo, and other matters of this kind; but on the other hand the shipowner should be exempt from liability for everything which comes under the head of "accidents of navigation," even though the loss from these may be indirectly attributable to some fault or neglect of the crew.

It is desirable that the Common Form of Bill of Lading should lay down clear and precise rules on every important point as to which the laws of different countries with regard to affreightment differ from one another; in order that the settlement between shipowner and cargo-owner may be as nearly as possible the same, in whatever country that settlement may have to be enforced.

A Common Form of Bill of Lading, based on these principles, was, after much discussion, agreed to, for the most part unanimously, by this Committee, subject however to revision, after being submitted by the Representative members to the several Associations who had

appointed them. It was arranged that, after an interval allowed for that purpose, any suggestions that might be made by the Associations should be taken in order.

The first of these happened to be the Shipowners' Association. Their suggestions, which referred only to matters of detail, were discussed and for the most part adopted.

At this stage of our proceedings a letter was received from the Secretary of the Steamship Owners' Association, which is printed below. On its being read, the Representatives of this Association announced to the Committee that they considered this letter as putting an end to their representative functions, and that they could thenceforth only speak as individuals.

At the following meeting of the Committee the conclusion was come to that, in view of the action thus taken by the Steamship Owners' Association, it was not desirable to proceed further at present in the discussion of the Bill of Lading, especially as there would be ample opportunity of doing so at the approaching meeting of the Association, on the 8th August next. It was, therefore, resolved to make no further alterations in the form which had been framed by the Committee up to that point, and to recommend it as a basis for discussion at that meeting.

In doing so, the Committee desire to add the following remarks, in explanation of some of the proposed clauses:—

1. The clause giving liberty "to deviate so far as reasonably necessary for saving life *or property*" is inserted to meet what is thought to be mischievous effect of the recent decision in the case of *Scaramanga v. Stamp*, which subjects the Shipowner to the highly penal consequences of a "deviation," whenever the master goes out of the direct course, or delays the ship, in order to tow and assist a ship in distress, for the sake of saving property, as distinguished from the saving of life. As a consequence of this decission, it is well known that peremptory orders are given by the owners of many steamers to their captains, on no account to attempt the towing or assisting of disabled ships, but to take of the crews and passengers and abandon the ships. Another natural consequence of this decision is a material increase in the sums awarded for salvage services. These evils can only be met by a clause in the Bill of Lading, such as the here proposed.

2. The term "York-Antwerp *Code*" is used, in preference to York-Antwerp *Rules*, in the hope that, by the time the new Bill of Lading comes into general use, those Rules, now coming more and more to be adopted, will be amended and completed, so as to constitute a short Code of General Average.

3. The provisions with regard to pro ratâ or distance freight have been framed, after much consideration, in the hope that they may be accepted in other countries, as well as our own, as the basis of an equitable settlement of this much-disputed question. That our pre-

sent English and American law on this subject, which differs from that of almost every other country, does not altogether work well, is shown in a striking manner when cargoes of small cost, such as coal or salt, have been carried for a part of the voyage originally intended, and then owing to sea peril preventing the completion of the voyage, are sold for perhaps double or treble their cost. It is plainly unreasonable that the shipowner, by whose expenditure of capital this enhanced value has been created, should receive nothing in return, while the owner of the cargo makes a gain far beyond anything he could have expected had the voyage been completed in the ordinary way. On the other hand, when the voyage is not performed, and the cargo has received no advantage from a partial carriage, the English and American rule, of giving no freight except as the result of a new bargain, seems to be reasonable enough.

4. The clause giving liberty to the Shipowner to earn his freight by forwarding the goods in another bottom, when the original ship has been disabled, notwithstanding that the ship may have been abandoned at sea by the crew, and afterwards recovered by salvors, is inserted to meet the recent decision in the case of the "*Cito*," which determines that such an abandonment totally puts an end to the contract of affreightment, so that the owner of the cargo may demand delivery of it, at any intermediate port into which the ship has been carried by the salvors, free of all charge for freight. This inequitable result, it would seem, can only be remedied by means of a special clause in the contract.

In conclusion, the Committee desire to record the special obligations they are under to their legal members, for the valuable time given and services rendered by them to this work, and also to the representatives of the underwriting body, for the readiness they have shown to fall in with any reasonable arrangement that may be come to, with the object of protecting the merchant so far as practicable, as between the Bill of Lading and the Policy.

Signed, by order of the Committee,

RICHARD LOWNDES, Chairman.

Liverpool, 19*th July*, 1882.

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COPY OF LETTER REFERRED TO.

LIVERPOOL, 19*th June*, 1882.

RICHARD LOWNDES, Esq.

DEAR SIR,—The form of Bill of Lading prepared by your Committee has on two occasions been submitted to the various members of this Association, and has had their careful consideration. It has been found however, that from the many trades, which are represent-

ed in the Association, each requiring different provisions, applicable to its trade, it is impossible for the Association to agree to the adoption of any general form of Bill of Lading. I am desired, however, to state that the various members will give the provisions of any Bill of Lading which may be recommended by your Committee their most careful consideration.—Yours truly,

GRAY HILL, Secretary.

## FORM OF BILL OF LADING PROPOSED BY THE JOINT COMMITTEE OF LIVERPOOL ASSOCIATIONS.

Shipped, in apparent good order and condition, by——

in and upon the good [Steam] Ship called the——

now lying in the Port of——and bound for——

——with liberty to call at any ports, in any order, to sail without pilots, and to tow and assist vessels in distress, and to deviate so far as reasonably necessary for saving life or property; also with liberty, in case the ship shall put into a port of refuge for repair, to tranship the goods to their destination by any other [steamer] (vessel); and with liberty to convey goods in lighters to and from the ship, at shipper's risk. Such lighterage to be at ship's expense, except that if the cargo is necessarily landed in lighters, the ship being unable to reach the port of destination, the cost of such lighterage shall fall on the cargo.

——being marked and numbered as per margin; and to be delivered in the like good order and condition at the aforesaid port of——

The Act of God, Fire, Barratry of the Master and Mariners, Enemies, Pirates, and Thieves, arrest and restraint of Princes, Rulers and People, Collisions, Stranding, and other accidents of navigation, excepted, even when occasioned by the negligence, default, or error in judgment of the Pilot, Master, Mariners, or other Servants of the Shipowners.

Ship not answerable for losses through [Explosion, bursting of Boilers, breakage of Shafts, or] any latent defect [in the Machinery or Hull,] not resulting from want of due diligence by the Owners of the Ship, or any of them, or by the Ship's Husband or Manager; nor for Decay, Putrefaction, Rust, Sweat, change of Character, Drainage, or Leakage, arising from the nature of the Goods shipped or the insufficiency of the packages; nor for any damage or loss occasioned by the prolongation of the voyage; nor for obliteration or absence of Marks, Numbers, Addresses, or Descriptions of Goods shipped.

unto——or to his or their Assigns,

Freight, Primage and Charges for the said goods, as per margin, to be paid by——

——Freight to be paid in cash, without discount; at the rate of exchange for Bankers' bills at sight, current on the day of the ship's entry inwards at the Custom-house. General Average payable according to York-Antwerp Code.

In Witness whereof, the Master or Agent of the said Ship hath affirmed to——Bills of Lading, all of this tenor and date, the one of which Bills being accomplished, the others to stand void.

1.—Quality-marks, if any, to be of the same size as and contiguous to the leading marks; and if inserted in the Shipping Notes accepted by the Mate, the Master is bound to sign Bills of Lading conformable thereto.

2.—Ship not liable for breakage of Glass, Earthenware, or China.

3.—Not accountable for Goods of any description which are above the value of £100 per package, unless the value be herein expressed and a Special agreement made; nor for Gold, Silver, Bullion, Specie, Documents, Jewellery, Pictures, Embroideries, or Works of Art, Silks, Furs, China, Watches, or Clocks, unless Bills of Lading are signed therefor, with the value therein expressed, and a special agreement be made.

4.—Shippers accountable for any loss or damage to Ship or Cargo caused by inflammable, explosive, or dangerous Goods, shipped without full disclosure of their nature, whether such Shipper shall have been aware of it or not, and whether such Shipper be principal or agent: such goods may be thrown overboard or destroyed by the Master or Owner of the Ship at any time without compensation.

5.—All fines or damages which the Ship or Cargo may incur or suffer by reason of incorrect or insufficient marking of packages or description of their contents, shall be paid by the Shipper or Consignee, and the Ship shall have a lien on the goods of such Shipper or Consignee for the amount thereof.

6.—Goods, delivered to the Ship, whilst on quay awaiting shipment to be at Shipper's risk, as regards all the perils excepted in this Bill of Lading.

7.—Goods once shipped cannot be taken away by the Shipper except upon payment of full freight, together with the expenses of landing them, and compensation for any damages sustained by the Owners through such taking away.

8.—In case the Ship shall be prevented from reaching her destination by Quarantine, blockade, ice, or the hostile act of any Power, the Master or Owners may discharge the goods into any Depôt or Lazaretto, or at any near available port; all expenses thereby incurred upon the goods to be borne by the owners or receivers thereof.

9.—Ship to have a lien on all goods for payment of freight and charges, including back freight, forwarding charges, and charges for carriage to port of shipment, whether payable in advance or not.

10.—If the Ship is able to carry the goods to their destination, but the goods, by reason of damage sustained or of their own nature, are not fit to be carried all the way, and if such goods have received an enhancement of value by reason of their partial carriage, the Ship shall be entitled to a pro ratâ freight in proportion to the distance performed, which freight is no case to exceed the amount of such enhancement of value. Pro ratâ freight is admissible in no other case than that dealt with in the preceding sentence, unless there be an acceptance of the goods by the Shipper or Owner of the goods.

11.—When the goods are fit to be carried to their destination, but the Ship is unable to carry them, the Shipowner may earn full freight by sending the goods to their destination at his own expense in another bottom: this right is not affected by an abandonment of the Ship by her crew, or to the Underwriters: and the Ship is to be, for this purpose, deemed unable to carry the goods to their destination, if she either cannot be repaired at all, or cannot be repaired except at an expense exceeding her value when repaired.

12.—Full freight is due on damaged goods; but the Consignee is at liberty to abandon his entire consignment for the freight on it, provided he elects to do so before taking delivery.

13.—No freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

14.—Freight which by the terms of the Bill of Lading is made payable by the Consignee cannot be demanded from the Shipper after the Master has parted with his lien on the Goods.

15.—The Goods, if not taken by the Consignees immediately on landing, or within such further time as is provided by the regulations of the port of discharge, may be stored by the Master, at the Consignee's expense and risk.

16.—In the event of claims for short delivery, when the Ship reaches her destination, the price to be the market price at the port of destination on the day of the Ship's reporting at the Custom-house, less all charges saved.

NOTICE.—In accepting this Bill of Lading, the Owner of the goods and the Shipper expressly accept and agree to all its stipulations and conditions, whether written or printed.

Dated in Liverpool, this——day of——18

*Weight and Contents unknown.*

(The words printed in brackets are to be omitted in the case of Sailing Ships.)

# APPENDIX X.

## SHORT DELIVERY OF CARGO AT CONTINENTAL PORTS BY STEAMERS LOADED IN THE PRINCE'S DOCK.

No. 4022.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 30*th December*, 1881.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—With reference to my letter No. 3892*, dated 15th instant, I am directed to forward herewith, for the information of your Committee, copy of letter, dated 29th November, addressed by the Secretary to the Shipowners' Mutual Protection and Indemnity Association to the Superintendent Prince's Dock.

It is found that the steamers named in the lettter under reference were not loaded by the Dock employés, but that the shippers were allowed to load through their own mucadums, so that none of the cargo in question was handled or tallied by the Dock servants. If, however, the "Gate check," which has been proposed, had been in force, it would have been possible, by means of it, to have informed the Association of the number of bags shipped by each steamer.—I have, &c.,

G. MANSON, Secretary.

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STEAMSHIP OWNERS' MUTUAL PROTECTION AND INDEMNITY ASSOCIATION, MARITIME BUILDINGS,
NEWCASTLE-UPON-TYNE, 29*th November*, 1881.

Captain RUSSEL, Superintendent of Prince's Dock, Bombay.

DEAR SIR,—As we have recently had a good number of complaints about short deliveries of cargo by steamers bound from Bombay to Antwerp and Dunkirk, I sent a special agent to the last-named port to investigate the cases of the "Albula," "Lord Collingwood," "Claudius," "Nicosian," &c. The brokers at Dunkirk allege that the mistakes cannot take place at their port, and the French Courts are apparently inclined to accept the "sworn weighers'" returns as conclusive proof of the number of bags discharged. It is, however, evident that a regular system of swindling takes place, either at the port of shipment or discharge, as some of these vessels are 200 to 300 bags short, and I will feel much obliged if you can favour me with your views on the subject, and can advise how cargoes are tallied

* See page 289.

in at Bombay, both as to vessels loading in the Dock and in the stream. As this matter is becoming very serious, and our Directors have determined to thoroughly investigate it, I will be glad to pay any expenses you are put to, and will thank you to favour me with the name of a good lawyer who is not likely to be influenced by the shippers, and to put the case into his hands on our behalf if you think this step advisable.—I am, &c.,

J. STANLEY METCALFE.

P.S.—I am favoured with your address by Captain Clarke of the "Albula."

[True Copy]

G. MANSON, Secretary, Bombay Port Trust.

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No. 44 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 10*th February*, 1882.

To the SECRETARY of the BOMBAY PORT TRUST.

SIR,—Your letter No. 4022, of date 30th December, has been under the consideration of the Committee of the Chamber along with No. 3892 of 15th December. It has reference to the proposals replied to in my letter of this date, and encloses letter from the Shipowners' Mutual Protection and Indemnity Association on the subject of short delivery of cargo at some French Ports by steamers leaving the Prince's Dock. In reply, the Committee think they cannot do better than quote the remarks made on it by one of the largest seed and grain exporting firms in this city.

> "With reference to the letter from the Shipowners' Mutual Protection and Indemnity Association, we can only say that goods are tallied into a vessel in the Dock in the same way as they are tallied into a vessel loading in the stream, and if the vessels do not employ men who are competent to count each sling brought into a batch (considering that each sling holds the same number of bags), they deserve no further measure of protection. Our experience is that the captains and officers of vessels are quite able to take care of themselves in this respect, and though we hardly ever despatch a steamer without bags in dispute which are ultimately found on board. We have never heard of a case where receipts were obtained for more cargo than on board."

And again—

> "It is not to be presumed that even if the goods were first tallied by the Dock employés and then delivered by them to the ships, that there will be any greater immunity from the clause in receipts "bags in dispute," the only difference would be that in event of the cargo "in dispute" not being found on board at port of discharge, the Dock would be responsible to the shippers for the quantities, according to

tally taken, on the goods entering the shed. In all our experience of bags in dispute in Bill of Lading, the bags have invariably been found and delivered on discharge of the steamer."

They do not think anything can be added to these remarks. Delivery and receipt are things that are going on all over the world under all possible conditions, and it is the universal experience that the two parties immediately interested are best left to settle matters between themselves without the intervention of any third party.

Of course the Committee do not say that cases of fraud may not possibly occur here as in any other part of the world, but it is not general, and it is at least suspicious, that the complaints come from French Ports, and not from London and Liverpool which receive the much larger portion of our shipment. The Chamber would gladly do anything in their power to detect the fraud if it exists, and if the services of a good lawyer not under the influence of shippers (and there are many such in Bombay) are likely to be of any use in this respect, they will gladly give him all the aid and assistance in their power. At the same time as all cargo is taken over the ship's side in slings in open day to have a sufficient number of competent men attached to each vessel to take tally and grant receipts will do more to check fraud (if it exists) than any thing else they can recommend.

Shipowners who do not grudge the expense of doing this properly will, the Committee think, find that it is the most effectual way of checking fraud, protecting themselves and giving satisfaction to the shippers.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 575.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, *24th February*, 1882.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith, for the information of the Chamber, copy of letter addressed by the Captain of the s.s. "Simoom" to the Dock Superintendent relating the circumstances attending the discharge of his steamer at Antwerp.—I have, &c.,

G. MANSON, Secretary.

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S.S. "SIMOOM," PRINCE'S DOCK,
BOMBAY, *15th February*, 1882.

DEAR CAPTAIN RUSSELL,—I have just received your memo. of this morning, and according to your wishes I state as follows :—

While discharging our cargo at Antwerp last voyage we discovered a series of the most dishonest practices being carried on.

First, the labourers cut open and emptied the contents of our Bombay

bags about the hold, and then attempted to make away with the empty bags. This would of course make the ship turn out short as many as they had emptied, while at the same time they had the cargo to the good. Finding they were closely watched and could not well empty the bags, they next tried the dodge of putting our bags, including the contents, into their own bags, and pass them on shore as sweepings. This practice we also detected, and it was only by the greatest vigilance being exercised by the chief officer that enabled him to avoid being swindled to a great extent. At the same time, I do believe there is also a pretty considerable amount of thieving goes on at Bombay with the muckadum, and I shall be only too happy to assist you or any other person in putting a stop to such dishonesty. Two voyages ago I myself was brought in 110 bags short, but I have never yet been able to get at the truth of the matter. You are at perfect liberty to make use of my name in any way you think proper connected with this matter.—Yours, &c.,

C. STRAKER.

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No. 1009.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 31*st March*, 1882.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—In continuation of my letter No. 575, dated 24th February, I am directed to forward herewith for information copy of letter from the captain of the s.s. "Thessaly," reporting what took place on the discharge of his cargo at Havre.—I have, &c.,

G. MANSON, Secretary.

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S.S. "THESSALY," 17*th March*, 1882.

Captain RUSSELL, Superintendent Prince's Dock.

DEAR SIR,—Your letter of 15th in reference to short delivery of cargo of vessels arriving at Continental ports duly received, and, in reply, will be glad if anything I can say will be of any service. I am much afraid, however, that the robberies are principally effected on the Continent, as I have never in my own ship known a case of short delivery from Bombay until last voyage when the cargo was discharged at Havre without being tallied out of the ship. When the cargo was weighed off the open quay where it lay until after the ship left, 45 bags of wheat, 5 bags of rapeseed, and two pockets of wheat were missing and the ship had to pay.

I have, however, heard that robberies are to be effected here, but it requires collusion of ships tallymen and dock tallymen with the

merchants' men, and it is difficult if the ships' officers are to be trusted.

While the sworn weighers at Continental ports are probably perfectly honest and the amount of the cargo is given correctly as they see it, there is no doubt that a wide system of ship robbery is carried on by the means as described by your correspondent, and also by the help of the crews with boats alongside the ship at night time.

While from my experience of Bombay, I am not of opinion that thieving to any large extent takes place here. I would point out that there need be no difficulty in preventing it here for the future, and there never could have been a possibility of it if the dock clerks tallied the cargoes as they were brought into the dock—I have, &c.,

FRANK HARBORD.

# APPENDIX Z.

## COMMERCIAL TREATY BETWEEN GREAT BRITAIN AND EGYPT.

No. 5967 OF 1881.

PINVADIA, *8th November*, 1881.

From the COMMISSIONER of CUSTOMS, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I have the honour to forward herewith, for the information of the Chamber of Commerce, copies* of Government Resolution No. 6379, dated 29th ultimo, and its accompaniments, and to request that I may be favoured with the views of the Chamber on the subject therein mooted.—I have, &c.,

* With four spare copies.

C. B. PRITCHARD,
Commissioner of Customs, Opium and Abkari.

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No. 6379.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *27th October*, 1881.

To the COMMISSIONER of CUSTOMS, OPIUM and ABKARI (with copies of the papers).

Letter from the Government of India, Department of Finance and Commerce, No. 3460, dated 12th October 1881—Observing that negotiations will probably be opened shortly with the Egyptian Government for the conclusion of a Commercial Treaty between Great Britain and Egypt, and that therefore the Chamber of Commerce, Bombay, and local firms specially engaged in the Egyptian trade may be consulted on the subject of the specific duties levied in Egypt under the Turkish Tariff and as to how they operate unfairly to articles imported from India ; requesting that the Government of India may be favoured at an early date with their replies, together with an expression of the views of this Government ; and adding that the Government of India will also be glad to receive from the Chamber any general suggestions which occur to them as proper to be brought forward in the interests of Indian trade in the negotiations with the Egyptian Government.

RESOLUTION.—Copies of these papers should be forwarded to the Commissioner of Customs, Opium and Abkari, who should be request-

ed to address the necessary communications on the subject to the Chamber of Commerce, and the firms specially engaged in the Egyptian trade, and in forwarding their replies to Government submit his own views in the matter at as early a date as possible.

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 3460.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.
Statistics and Commerce.

SIMLA, 12*th October*, 1881.

To

SIR,—The Government of India has been advised in a despatch received from the Secretary of State for India that negotiations will probably be opened shortly with the Egyptian Government for the conclusion of a Commercial Treaty between Great Britian and Egypt.

2. His Lordship desires to be acquainted with the views of the Government of India as to the representations which it would be desirable to make to the Egyptian Government in matters effecting Indian interests; but pending a reply it is his Lordship's intention to offer the following observation, amongst others, for the consideration of the Secretary of State for Foreign Affairs as one of the points deserving special attention: "That the value of the export trade of India to Egypt (exclusive of transit trade through Egypt) has increased greatly of late years, having risen from £56,000 in 1874 to £978,000 in 1880. In the interests of this growing trade a reduction of the Egyptian import duties of 8 per cent. is of course desirable, and whether such a reduction is practicable will doubtless engage attention during the contemplated negotiations. It is also pointed out that a revision of the Tariff valuation of 17th December, 1861, would now be advantageous, as it appears to be high as regards certain articles of Indian produce, such as tea and coffee, which, possibly partly for this reason, are little imported into Egypt."

3. The present Egyptian Tariff, so far as British Indian goods are concerned, is the same as that of Turkey. According to this Tariff, an extract from which, showing the rates of duty on important articles of Indian origin, is enclosed, certain articles are taxed at 7·20 per cent. *ad valorem* and on others specific duties are imposed. According to the Treaty with Turkey these specific duties were to be so regulated that they were in no case to fall at a heavier incidence than 8 per cent. *ad valorem*. The main defect of specific duties is that, unless the goods are specified in great detail according to their quality and value, a duty which may fall fairly on goods of high quality will press heavily and unfairly on goods of the same general class or description but of lower quality, while the heavy incidence is concealed on a general view of the results as exhibited in tables of

trade prepared in abstract. The Government of India has not sufficient information in its possession to enable it to say where the specific duties levied in Egypt under the Turkish Tariff operate unfairly to articles imported from India, but the mercantile community interested in the trade will no doubt be able to furnish this information; and His Excellency the Governor General in Council accordingly requests that the Chamber of Commerce of and local firms specially engaged in the Egyptian trade may be consulted on the point, and that the Government of India may be favoured at an early date with their replies, together with an expression of the views of on the subject.

4. The Governor General in Council will also be glad to receive from the Chamber any general suggestions which occur to them as proper to be brought forward in the interests of Indian trade in the negotiations with the Egyptian Government.—I have, &c.,

T. C. HOPE,
Officiating Secretary to the Govt. of India.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Enclosure of Letter No. 3460 of 1881.

*Rates of duty levied according to the Turkish Tariff on imported articles of Indian origin.*

| Tariff classification. | Turkish Tariff rates of duty. |
|---|---|
| *I.—Articles which are taxed at 7·20 per cent. ad valorem.* | |
| Borax | 7·20 per cent. *ad valorem.* |
| Caoutchouc, raw | |
| Coffee | |
| Coir, raw and manufactured | |
| Cotton, raw | |
| Cotton, manufactured— | |
| Buttons | |
| Damask | |
| Diapers and huckaback | |
| Drills—cotton and linen mixed, and fancy coloured cotton | |
| Muslins—Mulls, No. 26 and upwards | |
| Shirtings and madapollams—stockings, and half-stockings | |
| Zebras—3½ yards, blue and white stripes, blue and orange stripes, orange all over and orange striped, damasked blue grounds, large and small pines, and ditto imitation. | |
| ,, Fermaish | |
| Cutch and Gambier | |
| Dyeing and colouring materials—Myrabolams | |

*Rates of duty levied according to the Turkish Tariff on imported articles of Indian origin*—continued.

| Tariff classification. | Turkish Tariff rates of duty. |
|---|---|
| *I.—Articles which are taxed at 7·20 per cent. ad valorem*—contd. | |
| Dyeing and colouring materials—Safflower | 7·20 per cent. *ad valorem*. |
| Grain : (viz., wheat, rice husked and unhusked, whole and ground), and pulse | |
| Horns | |
| Jewellery (precious stones and pearls) | |
| Jute, raw and manufactured | |
| Lacdye | |
| Leather | |
| Oils, other than linseed oil | |
| Saltpetre, unrefined | |
| Seeds, other than cummin | |
| Silk, raw | |
| „ corahs and other manufactures, except Pongees | |
| Spices—ginger | |
| „ turmeric | |
| Tallow | |
| Teak wood | |
| Wool, raw | |
| Wool, manufactured— | |
| Broadcloth and ladies' cloth, all kinds | |
| Damask, all sorts | |
| Kerseymeres, plain, all kinds, for trousers. | |
| Buttons | |
| All articles not enumerated above, or under the head of specific duties | |

| Tariff classification. | Turkish Tariff rates of duty. | | | English equivalents. | | | |
|---|---|---|---|---|---|---|---|
| *II.—Articles on which specific rates of duty are imposed.* | | | | | | | |
| Cotton, manufactured— | Piastres. | | Asp. | | £ | *s.* | *d.* |
| Bed ticking— | | | | | | | |
| 27 to 32 inches wide | Yd. | 0 | 20 | Yard | 0 | 0 | 0½ |
| 35 to 52 „ „ | „ | 0 | 30 | „ | 0 | 0 | 0¾ |
| Bobbin-net, tulle, white, 25 to 40 inches wide | „ | 0 | 25 | „ | 0 | 0 | 0½ |
| Bobbin-net, tulle, coloured | „ | 0 | 28 | „ | 0 | 0 | 0¾ |
| „ „ figured | „ | 0 | 60 | „ | 0 | 0 | 1¼ |
| Calicoes or domestics, grey, of every width and quality (grey shirtings and madapollams excepted) | Oke | 1 | 23 | Cwt. | 0 | 8 | 10 |
| Calicoes or domestics, and long-cloths, white, plain, of every width and quality (white shirtings and madapollams excepted) | „ | 1 | 34 | „ | 0 | 9 | 7 |
| Calicoes or domestics, 7-8ths printed, and printed cottons, 1 and 2 colours, fast and loose, 28 yards | Piece | 2 | 67 | Piece | 0 | 0 | 6 |

*Rates of duty levied according to the Turkish Tariff on imported articles of Indian origin*—continued.

| Tariff classification. | Turkish Tariff rates of duty. | | | English equivalents. | | | |
|---|---|---|---|---|---|---|---|
| *II.—Articles on which specific rates of duty are imposed*—contd. | | | | | | | |
| Cotton, manufactured—contd. | Piastres | | Asp. | | £ | s. | d. |
| Calicoes or domestics, 7-8ths, 3 and 6 colours, 28 yards | Piece | 3 | 44 | Piece | 0 | 0 | 7½ |
| Calicoes or domestics, 9-8ths and 5-4ths, 1 and 2 colours 30 to 45 inches wide, 24 yards, dress and furniture patterns, all qualities, fast and loose colours | ,, | 4 | 22 | ,, | 0 | 0 | 9¼ |
| Calicoes or domestics, 9-8ths and 5-4ths, 3 and 6 colours | ,, | 6 | 20 | ,, | 0 | 0 | 11½ |
| Cambrics, plain, white, 3-4ths and 6-4ths, 34 to 35 inches wide, 12 yards | ,, | 1 | 80 | ,, | 0 | 0 | 4 |
| Cambrics, plain, white, 8-4th, 58 to 62 inches wide, 24 yards | ,, | 3 | 48 | ,, | 0 | 0 | 7½ |
| Cambrics, plain, white, figured, stripes and spots, 38 to 44 inches wide, 12 yards | ,, | 2 | 16 | ,, | 0 | 0 | 4¾ |
| Cambrics, plain, twilled grey, 6-4ths, 40 to 42 inches wide, 24 yards | ,, | 2 | 35 | ,, | 0 | 0 | 5¼ |
| Cambrics, plain, white, 6-4ths and 7-4ths, 40 to 48 inches wide, 24 yards | ,, | 3 | 35 | ,, | 0 | 0 | 7¼ |
| Cambrics, plain, dyed and various colours, 7-8ths, 9-8ths, and 6-4ths, 24 to 44 inches wide, 24 to 28 yards | ,, | 3 | 74 | ,, | 0 | 0 | 8¼ |
| Cambrics, plain, dyed, turkey red, 7-8ths, 9-8th, and 6-4ths, 24 to 44 inches wide | Yard | 0 | 23 | Yard | 0 | 0 | 0½ |
| Drills— | | | | | | | |
| Cotton, grey, white and dyed | Oke | 1 | 56 | Cwt. | 0 | 11 | 2 |
| Ravenduck, 25 to 27 inches wide, 36 to 40 yards | Piece | 7 | 88 | Piece | 0 | 1 | 5 |
| Fustians— | | | | | | | |
| Sateens, white and dyed, 23 to 27 inches wide | Yard | 0 | 14 | Yard | 0 | 0 | 0¼ |
| Cotton velvet, in various colours, 24 to 26 inches wide | ,, | 0 | 31 | ,, | 0 | 0 | 0¾ |
| Turkey red, 24 to 26 inches wide | ,, | 0 | 87 | ,, | 0 | 0 | 2 |
| Printed red ,, ,, | ,, | 0 | 43 | ,, | 0 | 0 | 1 |
| Velveteens, dyed, 15 to 17 inches wide | ,, | 0 | 28 | ,, | 0 | 0 | 0¾ |
| Handkerchiefs— | | | | | | | |
| White cambric, with white or coloured border, 29 to 32 inches square | Dozen | 1 | 44 | Dozen | 0 | 0 | 3¼ |
| Printed cotton, orange ground, with red and yellow, 20 to 25 inches square | ,, | 0 | 92 | ,, | 0 | 0 | 2 |
| Blue ground, 23 to 32 inches square | ,, | 1 | 29 | ,, | 0 | 0 | 3 |
| Turkey red, 22 to 29 inches square | ,, | 1 | 68 | ,, | 0 | 0 | 3¾ |

*Rates of duty levied according to the Turkish Tariff on imported articles of Indian origin*—continued.

| Tariff classification. | Turkish Tariff rates of duty. | | | English equivalents. | | | |
|---|---|---|---|---|---|---|---|
| *II.—Articles on which specific rates of duty are imposed*—contd. | | | | | | | |
| Lappets— | Piastres | | Asp. | | £ | s. | d. |
| 6-4ths, 40 to 42 inches wide, 10 yards, and with 1 or 2 colours; also Victoria checks and sprigs. | Piece | 1 | 44 | Piece | 0 | 0 | 3¼ |
| Harness and leno checks and sprigs, 6-4ths, 40 to 42 inches wide, 10 yards ..... | ,, | 2 | 39 | ,, | 0 | 0 | 5¼ |
| Shawls, white and coloured, 48 to 52 inches square ..... | Dozen | 3 | 03 | Dozen | 0 | 0 | 6¾ |
| Shawls, white and coloured, 63 to 64 inches square ..... | ,, | 5 | 09 | ,, | 0 | 0 | 11 |
| Muslins— | | | | | | | |
| Book, ordinary quality, 38 to 39 inches wide, 10 yards ..... | Piece | 0 | 76 | Piece | 0 | 0 | 1¾ |
| Book, good quality, 43 to 44 inches wide, 10 yards ..... | ,, | 1 | 92 | ,, | 0 | 0 | 4¼ |
| Jacconets (called mermer) 7-8ths and 6-4ths, 36 to 44 inches wide, all qualities, 20 yards. | ,, | 2 | 15 | ,, | 0 | 0 | 4¾ |
| Mulls (called chapali), 4-4ths, 7-8ths, and 6-4ths, 30 to 42 inches wide, 24 yards ..... | ,, | 2 | 11 | ,, | 0 | 0 | 4¾ |
| Mulls, Nos. 5 and 6, 4-4ths, 7-8ths, and 6-4ths, 32 to 44 inches wide, 20 yards ..... | ,, | 3 | 36 | ,, | 0 | 0 | 7½ |
| Tanjibs (called surai), 4-4ths, 31 inches wide, 17 yards ..... | ,, | 1 | 20 | ,, | 0 | 0 | 2¾ |
| Muslins (called sevaspoor), 4-4ths, 7-8ths, and 6-4ths, 32 to 43 inches wide, 20 yards.. | ,, | 1 | 82 | ,, | 0 | 0 | 4 |
| Muslins (called sevaspoor), 7-8ths, 48 to 50 inches, 20 yards ..... | ,, | 2 | 28 | ,, | 0 | 0 | 5 |
| Printed muslins, all qualities, all widths, fast and loose colours, 24 to 25 yards ..... | ,, | 4 | 31 | ,, | 0 | 0 | 9½ |
| Nankeens— | | | | | | | |
| Plain, coloured and striped, 24 to 25 inches wide ... | Yard | 0 | 10 | Yard | 0 | 0 | 0¼ |
| India, buff, per piece of 7 yards, or 9 to 10 piks ..... | Piece | 2 | 16 | Piece | 0 | 0 | 4¾ |
| Quiltings, printed, 27 to 28 inches ..... | Yard | 0 | 64 | Yard | 0 | 0 | 1½ |
| Shirtings and madapollams— | | | | | | | |
| Of all qualites and widths, Grey | Oke | 1 | 53 | Cwt. | 0 | 11 | 0 |
| Of all qualities and widths, white ..... | ,, | 1 | 92 | ,, | 0 | 13 | 9 |
| Dyed, 32 to 33 inches wide, 24 to 25 yards..... | Piece | 2 | 40 | Piece | 0 | 0 | 5¼ |
| Dyed, 36 inches wide, 38 to 40 yards ..... | ,, | 4 | 20 | ,, | 0 | 0 | 9¼ |
| Dyeing and colouring materials— | | | | | | | |
| Indigo, Bengal, in chests ..... | Oke | 8 | 72 | Cwt. | 3 | 2 | 6 |
| Indigo, Madras ..... | ,, | 3 | 95 | ,, | 1 | 8 | 4 |

*Rates of duty levied according to the Turkish Tariff on imported articles of Indian origin*—continued.

| Tariff classification. | Turkish Tariff rates of duty. | | | English equivalents. | | | |
|---|---|---|---|---|---|---|---|
| *II.—Articles on which specific rates of duty are imposed*—contd. | | | | | | | |
| | Piastres | | Asp. | | £ | *s.* | *d.* |
| Hides—ox and cow hides, dry | Oke | 0 | 89 | Cwt. | 0 | 6 | 5 |
| Lac, except lac dye | ,, | 1 | 36 | ,, | 0 | 9 | 9 |
| Oil, linseed | Quintal | 22 | 80 | ,, | 0 | 3 | 8½ |
| Saltpetre, refined | ,, | 21 | 47 | ,, | 0 | 3 | 6 |
| Seed, Cummin | Oke | 0 | 23 | ,, | 0 | 1 | 7¾ |
| Silk, manufactured— | | | | | | | |
| Poongees, piece of 10 handkerchiefs | Dozen | 10 | 48 | Dozen | 0 | 1 | 11 |
| Spices—pepper | Oke | 0 | 45 | Cwt. | 0 | 3 | 2¾ |
| Sugar—refined, in loaves | Quintal | 22 | 92 | ,, | 0 | 3 | 8¾ |
| ,, ,, crushed | ,, | 17 | 57 | ,, | 0 | 2 | 10¼ |
| ,, muscovado | ,, | 13 | 26 | ,, | 0 | 2 | 1½ |
| Tea | Oke | 3 | 19 | ,, | 1 | 2 | 10 |
| Tobacco | Prohibited | | | Prohibited. | | | |
| Wool, manufactured— | | | | | | | |
| Blankets | Each | 3 | 37 | Each | 0 | 0 | 7½ |
| Carpettings— | | | | | | | |
| Ordinary quality, 36 inches wide, all wool, and cotton and wool | Arshine | 0 | 72 | Yard | 0 | 0 | 2 |
| Fine brussels carpet 27 inches wide (except velvet carpets) | ,, | 1 | 45 | ,, | 0 | 0 | 4 |
| Cloth—army, broad and narrow. | Yard | 1 | 18 | Yard | 0 | 0 | 2½ |
| Cloth pilot, calmuk, and beaver. | ,, | 1 | 49 | ,, | 0 | 0 | 3¼ |
| Lastings—camlets, princettas, imperial crape, and other coatings, 25 to 31 inches wide, 28 to 30 yards | Piece | 16 | 80 | Piece | 0 | 3 | 0¾ |
| Merinos— | | | | | | | |
| Coloured, 23 to 25 inches wide, 28 to 30 yards | Piece | 6 | 73 | Piece | 0 | 1 | 2¾ |
| Coloured, 32 to 35 inches wide, 28 to 30 yards | ,, | 8 | 64 | ,, | 0 | 1 | 7 |
| Coloured, 42 to 45 inches wide, 28 to 30 yards | ,, | 12 | 16 | ,, | 0 | 2 | 2½ |
| Printed, 19 to 22 inches wide, 28 to 30 yards | ,, | 7 | 20 | ,, | 0 | 1 | 3¼ |
| Printed, 32 to 35 inches wide, 28 to 30 yards | ,, | 12 | 47 | ,, | 0 | 2 | 3¼ |
| Printed, 42 to 45 inches wide, 28 to 30 yards | ,, | 16 | 83 | ,, | 0 | 3 | 0¾ |
| Orleans— | | | | | | | |
| For lining, figured, 27 to 29 inches wide, 28 to 30 yards (called *fodralik shali*) | ,, | 4 | 75 | ,, | 0 | 0 | 10½ |
| For linings and garments, plain, figured, shot, striped, checked, plaided, with or without silk, 30 to 45 inches wide (called *fustanlik* v *fodralik shali*) 28 to 30 yards | ,, | 9 | 30 | ,, | 0 | 1 | 8¼ |
| Superfine, plain, 18 and 19 inches wide, 28 to 30 yards (called *suf duz ferajelelik*) | ,, | 14 | 91 | ,, | 0 | 2 | 8½ |

No. 263 of 1881.

BOMBAY CHAMBER OF COMMERCE, *6th December*, 1881.

To the COMMISSIONER of CUSTOMS, OPIUM and ABKARI, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 5967 of 1881, dated 8th ultimo, enclosing copies of Government Resolution No. 6379, dated 29th October last, with accompaniments and requesting the views of the Chamber upon the same. The Committee have circulated them fully among the members and have requested their opinions and suggestions upon the same.

The general opinion of the members seem to be that information on the points the Government ask about can be much more readily obtained in Calcutta and Madras from which ports the great bulk of the export trade to Egypt proceeds. From Bombay the trade is very small, only amounting to about 6½ lacs last year, of this about 3 lacs were coffee, no doubt our home produce, but of the balance a large proportion consisted of raw silk which was probably merely transhipped in this Port. It is the opinion of the Committee that although the trade at present can hardly be said to exist, still we may look forward in the future to do a large business in cotton yarns and cotton cloths to Egypt the produce of the Bombay Mills. To help forward this result is no doubt highly to be desired, but as under any treaty Indian would be admitted under the same terms as English made goods the Committee do not consider any suggestion necessary from them. The trade in cotton manufactures from England to Egypt is an important one, and Cotton goods are sure to have their claims for favourable treatment very fully put before the Home Government.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX AA.

## PRODUCTION OF COTTON IN AMERICA.

No. 208 of 1881.

BOMBAY, *29th September*, 1881.

To the SECRETARY of the AGRICULTURAL BUREAU, Washington, U.S.

SIR,—I am desired by the Committee of the Bombay Chamber of Commerce to ask you if you will kindly favour the Chamber with information as to what extent the increased production of the American cotton crop is due to the use of fertilizers, and to what extent it is due to increased acreage.

The Committee will also be much obliged to you if you will kindly furnish the Chamber with such information as you may possess respecting the nature of fertilizers, and any information that might be useful in introducing them into this country.—I have, &c.,

J. GORDON, Secretary.

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DEPARTMENT OF AGRICULTURE,

WASHINGTON, D. C., *2nd November*, 1881.

The SECRETARY of the CHAMBER of COMMERCE, Bombay, British India.

SIR,—I have the honour to acknowledge the receipt of your favour of September 29th, requesting information as to what extent the increased production of our cotton crop is due to the use of fertilizers, and to what extent it is due to increased acreage; also respecting the nature of fertilizers, &c.

The general answer to your first inquiry is, that the increase of our cotton crop is due to the enlarged breadth of its cultivation.

The districts of highest yield are found on the alluvial soils of the Mississippi river, where fertilizers are not used. The soils of the country west of the Mississippi never receive other amelioration than the cotton seed that is not utilized in oil-making, or to a very limited extent in stock-feeding.

The cotton fields of Mississippi, some in the first flush of original fertility, others somewhat worn and reduced, continue to make yields nearly as good as in former years, without the use of fertilizers. Further east, Alabama for instance, shows the effect of continued cropping in a reduced rate of yield, without the use of any aids to fertility, except in experimental or isolated cases.

The increase is made entirely by extention of area in the crop.

In the Carolinas and Georgia, and in the corner of Virginia, where cotton is grown, the use of fertilizers is quite general; and as a consequence, the rate of yield is brought up to that of former prosperous

years. This makes cotton culture more profitable, and tends to increase its area of cultivation in the Atlantic district.

In a portion of the Cotton Belt, the use of fertilizers compensates for any decrease of fertility, and probably raises the rate of yield of the whole acreage in cotton, slightly above the average of thirty years ago.

The average in 1880 was four-tenths of a bale (481 pounds) per acre, or two and a half acres per bale. This is doubtless equal to the average of the very best of former years. Three acres to a bale was formerly deemed a fair average.

The fertilizers used are largely superphosphates. The bone phosphates of South Carolina are in extensive use. Guano is also used. The most profitable form of application is in the nature of a compost with the manures and other refuse of the plantation.

The following formula is recommended by the Commissioner of Agriculture of Georgia as one that has been used with very good results :—

| | |
|---|---|
| Stable manure ... ... ... ... ... ... | 750 lbs. |
| Cotton seed (green) ... ... ... ... ... ... | 750 ,, |
| Acid phosphate of dissolved bone ... ... ... | 500 ,, |
| Total..... | 2,000 lbs. |

*On worn or sandy pine lands.*

| | |
|---|---|
| Stable manure ... ... ... ... ... ... | 600 lbs. |
| Cotton seed (green) ... ... ... ... ... .. | 600 ,, |
| Superphosphate ... ... ... ... ... ... | 700 ,, |
| Kainit ... ... ... ... ... ... ... | 100 ,, |
| Total..... | 2,000 lbs. |

The Census comparison of crops for 1870 and 1880 is as follows :—

| Acres. | 1880. | Bales 1870. | 1870. | Bales 1880. |
|---|---|---|---|---|
| Virginia | 45,040 | 183 | Acreage of 1879-80 nearly 8,000,000 acres. | 19,595 |
| North Carolina | 893,153 | 144,935 | | 389,598 |
| South ,, | 1,364,249 | 224,500 | | 522,548 |
| Georgia | 2,617,138 | 473,934 | | 814,441 |
| Florida | 245,595 | 39,789 | | 54,997 |
| Alabama | 2,330,086 | 429,482 | | 699,654 |
| Mississippi | 2,093,330 | 564,938 | | 955,808 |
| Louisiana | 864,787 | 350,832 | | 508,569 |
| Texas | 2,173,732 | 350,628 | | 803,642 |
| Arkansas | 1,042,976 | 247,968 | | 608,256 |
| Tennessee | 722,569 | 181,842 | | 330,644 |
| Kentucky | 2,667 | 1,080 | | 1,367 |
| Missouri | 32,116 | 1,226 | | 20,318 |
| Indian Territory | 35,000 | *..... | | 17,000 |
| | 14,462,438 | 3,011,996 | | 5,746,437 |

The area in 1879, of the crop reported by the Census of 1870, was undoubtedly very near 8,000,000 acres. Trusting these items supply, in part at least, the information desired.—I have, &c.,

E. A. CARMAN, Acting Commissioner.

* Including the Indian Territory and other districts.

# APPENDIX BB.

## REGULATION OF OPIUM TRAFFIC.

No. 5482 OF 1882.

POONA, 1*st September*, 1882.

From the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I have the honour to forward herewith, for the information of the Chamber, a copy of the Notification to be issued for the registration of the stock of opium that may be with the opium merchants in the town and island of Bombay, on or before the 15th of October next, and to request that you will be good enough to give a wide publicity thereto.—I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs, Salt, Opium and Abkari.

### NOTIFICATION BY THE COMMISSIONER OF CUSTOMS, SALT, OPIUM AND ABKARI.

It is hereby notified for the information of all importers of and dealers in opium and of all others concerned, that on and after the 15th of October next, the whole of the Rules under the Opium Act, 1878, published at pages 237 to 249 of Part I. of the *Bombay Government Gazette* Extraordinary, dated 30th March 1878, will be strictly enforced throughout the Town and Island of Bombay.

2. Attention is drawn to the fact that the possession of more than 10 tolas of opium by any person not being a Licensed Retailer of opium, or a Medical Practitioner, or not holding a special Permit granted under Rule 5 (*b*), is illegal, unless the quantity of opium and the place where it is deposited are registered in the office of the Collector of Customs and Opium and noted on the Passport which covers it.

3. Persons who may be in possession of opium contrary to these provisions should furnish the necessary particulars and produce their Passports for endorsation at the Opium Department of the Custom House, on or before the 15th of October next, after which date all opium found unregistered in the Town and Island of Bombay will be held liable to seizure and the persons concerned to punishment according to law.

4. Particular attention is drawn to the fact that these provisions refer not only to wholesale stocks of opium, but to all stocks of opium, however small, if in excess of 10 tolas.

5. Attention is further drawn to the provisions of the Rules forbid-

ding the transport of opium except under a Permit, and providing that no such Permit shall be given for opium brought to Bombay for wholesale trade or exportation, except for whole or half chests. These provisions, which have hitherto been allowed to remain in abeyance, will be strictly enforced after the 15th of October next.

6. Importers will save themselves and others much possible trouble and inconvenience by arranging for the immediate deposit of all the opium they may import in places which afford all necessary facilities for sampling and testing and storage up to final exportation.

C. B. PRITCHARD,
Commr. of Customs, Salt, Opium and Abkari.

Poona, 1st September, 1882.

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No. 200 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *5th October*, 1882.

To the COMMISSIONER of CUSTOMS, OPIUM and ABKARI, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter, No. 5482 of 1st September, enclosing, for the information of the Chamber, copy of a Notification on the subject of the rules under the Opium Act of 1878, which it is proposed to enforce from the 15th instant.

The Committee desire me to draw your attention to the fact that in May 1878 it was before proposed to bring these rules into operation. A strong protest, however, having been made against them both by this Chamber and by all the large opium firms in Bombay, the rules were then placed in abeyance. The objections to such rules continue quite as strong, if not stronger, at the present day than they did in 1878; and the Chamber would beg to call your attention to the correspondence that then passed between them and the Deputy Commissioner on the subject.

Under these rules, the transport of opium within or without the limits of Bombay is forbidden, except under cover of a Permit, and no Permit will be given for opium brought to Bombay for wholesale trade and exportation, except for whole or half chests. The Chamber then deemed it necessary to point out that it would be impossible to carry on the business transactions of the purchase and sale of opium in Bombay, unless purchasers were allowed to convey samples to their offices for the purposes of testing. Fires, on which the samples were boiled, were necessary in the operation of testing, and fires could not, without great risk, be introduced into the present opium godowns, while the owners of the opium stored in these godowns would not, because of the great value of the article and its highly inflammable nature, allow a fire to be lighted under the same roof.

To meet these objections it was proposed by Government that accommodation should be provided by them for testing purposes, but this was not found to be feasible or practicable in working: and the objection to it was stated in the Chamber's letter of 9th July 1878 to

the Deputy Commissioner. These objections we can do nothing more than re-state in the words of our former letter.

"It is impossible for the Chamber to estimate the amount of accommodation required by the whole trade for testing opium as it sometimes happens that fully 2,000 chests are bought, sampled, packed and shipped by a great number of shippers in three or four days.

"It can easily be seen what confusion and delay would arise if all the parties concerned were compelled to resort to one sampling room. The smaller shippers who look after their own testing and have nothing else to do, might possibly fall into some such arrangement, but merchants who employ their servants to boil and prepare the opium for their inspection could scarcely be expected to spend the whole of their time in a public sampling room away from their offices, to the neglect of their other business. Disputes frequently arise which can only be settled by the principals concerned in buying and selling, and such disputes must be decided by the results of the tests. It could not be expected that a merchant shipping 500 to 1,000 chests, bought from various importers, should settle these disputes elsewhere than in his own office. The establishment of public testing rooms, the use of which would be compulsory, would cause serious inconvenience to merchants, would necessitate the employment of additional assistants, and would be an unnecessary and useless interference with the freedom of the trade. It must be remembered that an expensive article like opium is not bought and selected slowly and leisurely; it is sampled, weighed, and paid for as quickly as the operations can be performed in order to avoid loss of interest, &c. Every opium exporter has his own place and apparatus for testing at his office, and it would therefore be unreasonable for Government to require merchants to pay rent if they were compelled to carry on their testing operations in another building, against their wish and to their manifest inconvenience and annoyance."

The Chamber have already stated that all the objections which existed in 1878, to the enforcement of these rules, and which induced the Government to put them in abeyance, exist in undiminished force at the present time. The opium trade is, at present, in a very dull and depressed condition. The competition with Persian and Chinese grown opium is every day becoming more keen; and the time seems very ill chosen for placing further restrictions and harassments upon the trade.

Strong representations against these rules have been made to the Chamber by those most largely engaged in the trade; and the Chamber trusts that you will see the advantage of not enforcing them without further consideration.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX CC.

## STAMP DUTY ON CHARTER PARTIES.

No. 173 of 1882.

BOMBAY CHAMBER OF COMMERCE, 18*th August*, 1882.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to bring to the notice of Government that much dissatisfaction exists among the mercantile community because it has been lately decided by the Government law officers in this city that charter parties must be classed (under Stamp Act No. 1 of 1879, Schedule 1, Section 14 B) as bonds and charged with a duty of five rupees on the ground that they contain a clause which provides for the adjustment of liquidated damages should a breach of contract arise.

Schedule 1, Clause 18 of the same Act is thus rendered void. It reads as follows :—

> " *Charter Party*, that is to say, any instrument (except an agreement for the hire of a tug-steamer) whereby a vessel or some specified principal part thereof is let for the specified purposes of the Charter.....*One Rupee.*"

Hitherto no doubt has ever been thrown on the validity of charter parties with a rupee stamp, although they invariably contain a penalty clause, and the Chamber believes that the one rupee stamp is still in use unquestioned in both Calcutta and Madras, while in England in no case is a higher stamp than sixpence enforced.

The Chamber think that the view of the Act taken by the law officers is erroneous, and that it was never the intention of the Legislature to impose a charge of Rs. 5 on a charter party. The Committee trust, therefore, that Government will give the matter their best attention, as the validity of charter parties is of extreme importance to the trade of this Port.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 177 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 22*nd August*, 1882.

H. W. J. WOOD, Esq., Secretary Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—The Government law officers of this city have recently decided that charter parties must be classed (under Stamp Act No. 1 of 1879, Schedule 1, Section 14 B) as bonds and charged

with a duty of five rupees, because they invariably contain a clause which provides for the adjustment of liquidated damages should a breach of contract arise.

Schedule 1, Clause 18 of the same Act is thus rendered void. It is printed and reads as follows :—

> "*Charter Party*, that is, to say, any instrument (except an agreement for the hire of a tug-steamer) whereby a vessel or some specified principal part thereof is let for the specified purposes of the charter.....*One Rupee.*"

The Committee of this Chamber have written in to the Government complaining of this decision as not only a hardship on those who charter steamer to the Government, but also that it throws a doubt on the validity of all Indian charter parties which it has been the practice here hitherto to stamp with only the rupee stamp, and charterers would now seem to be obliged either to pay in all cases the Rs. 5 or have a document the validity of which might at any time be questioned.

The Committee would be glad to know what is the custom at your Port, and whether the Government law officers on your side take the same view of the Act. The question is a most important one to all engaged in the shipping trade throughout India, and it is of importance that authoritative decision should be given in the matter.—I remain, &c.,

D. WATSON, Acting Secretary.

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No. 219 OF 1882.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 31*st August*, 1882.

DAVID WATSON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have submitted to the Committee of this Chamber your letter of the 22nd instant, which informs them that the Government law officers of Bombay have recently decided that charter parties must be classed (under the Stamp Act of 1879, Schedule 1, Section 14 B) as bonds, and charged with a duty of five rupees, because they invariably contain a clause which provides for the adjustment of liquidated damages should a breach of contract arise.

The Committee note your views and action in this respect, and desire me to say that the custom in Calcutta is that charter parties are required to bear a stamp of the value of one rupee under Section 18 of Schedule 1 of the Act, and that they are not aware that the Government law officers here have made to the Local or Supreme Government any suggestion corresponding with that which you announce.

With all deference to the decision of the Government law officers on your side, the Committee of this Chamber entertain the opinion that the express provision of the Act relating to charter parties cannot be interpreted in the manner you describe.

By Section 18 of Schedule 1, the stamp required to be affixed on

such instruments is of the value of one rupee, a duty expressly and separately provided for them, notwithstanding that they do contain, and have always contained, a penalty clause which technically gives them the character of bonds.

If it be assumed that a stamp of one rupee is insufficient, then it must also be assumed 1st, that when the Act was passed the Government did not know what the term "Charter Party" meant; or 2nd, that the charter party is not a bond.

But the penalty clause in a charter party necessarity makes it a bond, and if reference is made to Section 13 of Schedule 1, which deals with bonds, it will be found that the stamp duty is applicable only to the instruments therein enumerated and "not otherwise provided for by the Act."

The result appears to the Committee to be that a charter party is a bond, and that the stamp for a charter party is expressly and separately provided for under the Act, and that the stamp under Section 18 is sufficient.

Under Act 18 of 1869 the stamp duty chargeable for a charter party was two rupees, and it is hardly reasonable to suppose that the reduced amount imposed in 1879 had not been considered with a due regard to the character of the instrument dealt with; indeed, the mover of the Bill declared in Council that the proposed changes in the amount of stamp duty to be imposed would be found to be almost entirely on the side of reduction: and that the most important of these reductions was that made in the case of bonds and instruments similarly chargeable.

It may also be worth noting that the member in charge of the Bill made the following remarks, which seem to the Committee sufficiently clear evidence as to the true intent and meaning of the duty which charter parties had to bear.

"Turning now to the details of the amended Bill, and taking them in the order in which they appeared there, he would draw attention to the circumstance that the apparent considerable reduction in the number of the interpretation clauses was in great measure due to the transfer to the schedule of the difinition of all instruments mentioned or referred to in the schedule only: by this arrangement not only had much repetition been avoided, but persons who had to consult the law as to the proper duty payable in respect of any instrument would have to look to one place instead of two for the required information."

The Committee desire to add in conclusion that the Stamp law of British India is in most respects modelled on that of the United Kingdom, under which a charter party is required to bear a stamp of 6*d.* only. Under the Stamp Law of 1850 (13 and 14 Vic., c. 97), the duty on charter parties was 5*s.*, and the reduction is suggestive of an argument entirely opposed to that of your law officers; and they are not aware of any material variation in the character of the instruments executed at home and in this country.—Yours faithfully,

H. W J. WOOD, Secretary.

No. 6120 OF 1882.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *6th September*, 1882.

To the ACTING SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 18th ultimo, bringing to the notice of Government that much dissatisfaction exists among the mercantile community in consequence of its having been lately decided by the law officers of Government in Bombay that charter parties must be classed, under the Stamp Act No. 1 of 1879, Schedule 1, Section 14 B, as bonds, and charged with a stamp duty of five rupees on the ground that they contain a clause which provides for the adjustment of liquidated damages should a breach of contract arise.

2. In reply, I am directed to state that Government are advised that a charter party containing a clause which provides for the adjustment of liquidated damages should a breach of contract arise is liable to a stamp duty of five rupees, and must accept as correct the opinion of their law officers unless and until it is declared by a court of law to be erroneous.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

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No. 188 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *15th September*, 1882.

To the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have to thank you for your letter of the 6th September, No. 6120 of 1882, on the subject of the stamp on charter parties under Stamp Act No. 1 of 1879.

I am desired by the Committee to say that they consider the matter ought to be brought to the notice of the Government of India, and I have, therefore, addressed a letter to them on the subject. This letter and its accompaniments, viz., copy of your letter No. 6120 of 1882, and also copy of a letter from the Bengal Chamber of Commerce, dated 31st August, 1882, I have now the honour to enclose, and to request that you will be good enough to send them in to the Government of India at your earliest convenience. The active season for chartering a ship in this market is now near at hand, and an early settlement of the matter is much to be desired.—I have, &c.,

D. WATSON, Acting Secretary.

No. 187 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *15th September*, 1882.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I am directed by the Committee of the Chamber to address you on the subject of the stamp charged on chartered parties under the Stamp Act No. 1 of 1879.

Hitherto it has been the univeral custom both here and in other ports of India to stamp these with a stamp of one rupee, under schedule 1, Clause 18, of the said Act, which reads as follows:—

> "*Charter Party*, that is to say, any instrument (except an agreement for the hire of a tug-steamer) whereby a vessel or some specified principal part thereof is let for the specified purposes of the charter.....*One Rupee.*"

It has recently been decided, however, by the Government law officers in this Presidency that charter parties be classed as bonds, and charged with a duty of five rupees, and under Schedule 1, Section 14 B, of the Act, on the grounds, they believe, that charter parties contain a clause for the adjustment of liquidated damages should a breach of contract arise. This is not only a hardship on the shipowners here who have to pay five rupees on their charters with Government, while, in other ports, they are only required to pay one rupee; but it throws a doubt on the validity of all Indian chartered parties, and merchants feel that they must either pay in all cases the five rupees, or be liable, at any time, to have their validity contested by unscrupulous parties.

The Committee have written to the Bombay Government on the subject, but their reply does not help to a solution of the question; and they enclose copy of the reply for your information; also they have written to the Calcutta Chamber, asking what was the custom on their side of India, and a copy of their reply is also enclosed.

The Chamber certainly believe that the view of the Government law officers here is an erroneous one, and agree in all the reasons given for this opinion stated in the letter of the Calcutta Chamber.

The Chamber need not recapitulate these arguments. The penalty clause in charter parties has always been comprised in these documents, and this fact was well known to the drawers of the new Act, and they would certainly not have made a special schedule and section referring to them, had it been intended that one of the clauses always in a charter party should make the section void and bring them under a different section.

They also beg further to draw the attention of Government to the fact that the Stamp Law of British India is in most respect modelled on that of the United Kingdom, under which a charter party is required to bear a stamp of 6*d.* only, and that all English charter parties contain the said penalty clause.

They must, therefore, strongly represent to Government that it is a great hardship that there should not be some authoritative declaration on the part of Government as to what is really due under this

Stamp Act, and if such declaration cannot be made, they would suggest that immediate legislative steps should be taken to make the point perfectly clear.

No doubt it is open to the Chamber or any one to raise the point before the Supreme Courts here; but this must be done at an expense that the Chamber does not think they ought to be called upon to incur, especially as in the end the opinions of the Judges in the different Presidencies might be as wide a part as those of the Government law officers apparently are at present.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 8441 OF 1882.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 1*st December*, 1882.

From J. MONTEATH, Esq., Acting Under-Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 6564, dated the 22nd September, 1882, I am directed to state, for the information of the Chamber of Commerce, Bombay, that the Government of India have intimated that as the question of stamp duty on charter parties involves a decision regarding the construction of an Act of the Legislature, it should be decided by the courts of law and not by the Supreme Government in their executive capacity, and they would therefore suggest that the Chamber should submit a test case for the decision of the High Court of Judicature at Bombay. If the decision of the Court be adverse to the Chamber, the Government of India might then be moved to consider the expediency of fresh legislation on the subject.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

# APPENDIX EE.

## OPINION OBTAINED BY THE BENGAL CHAMBER OF COMMERCE REGARDING LIABILITIES UNDER BILLS OF LADING IN EVENT OF THE STOPPAGE OF THE CANAL.

No. 6297.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *5th July*, 1882.

DEAR SIR,—With reference to the request of the Committee that we should advise the Chamber on the subject of the difficulties likely to arise from the possible closing for traffic of the Suez Canal with regard to merchandise afloat on board steamers bound for Europe *vid* the Canal, we beg to state our views as follows :—

The questions which would arise in the event of the closing of the Canal would be exceedingly numerous, and would be complicated and difficult. They would comprehend the following, viz. : —

The position of the owners of the ship.
Do. of the shippers of the goods.
Do. of holders of Bills of Lading under letters of hypothecation.
Do. of persons who have bought goods at home.
Do. of the underwriters
of (*a*) the ship,
and (*b*) the cargo.
Do. of the master as agent for all interests.

We understand it to be the wish of the Chamber that we should indicate our views with reference to the position in which all the above interests would be placed by the happening of such a calamity to the Eastern trade as the interruption for any time of the Canal traffic would be.

We think that we can best comply with this wish by dealing with the questions suggested in the letter signed "Nauticus," which appeared in the *Englishman* of the 30th ultimo, and this we propose to do *seriatim*.

In the event of a stoppage of the Canal, homeward-bound steamers would be bound to remain as near to Suez as they could safely lie until the reopening of traffic, and then proceed to deliver their cargo at its original destination.

There is no English authority precisely in point, but a very similar case (Hands *vs.* Baynes, reported in 4 Wharton's Reports, p. 204, and referred to in Angell on Carriers, Sec 177) has been decided in

America, in which the view above expressed was taken by the Court. That was a case in which the defendant was the owner of a vessel on board which the plaintiff shipped some goods from Philadelphia to Baltimore "*viâ* Chesapeake and Delaware Canal." The locks of the Canal being out of order, the vessel could not get through, and the master then proceeded down Chesapeake Bay with the intention of going round to Baltimore, but in a gale of wind the vessel grounded and was lost. In this state of things the Court held that the master had wrongly deviated from his voyage, and that the defendant was liable for the value of the goods.

The English cases most nearly in point are the following, viz. :—

Schilizzi *vs.* Derry, 4 Ellis and Blackburn, page 873, in which it was held that a ship having to proceed to Galatz was not by reason of her inability to get over the Bar at the mouth of the Danube for two months excused from performing her voyage.

Hudson *vs.* Ede, 2 Law Reports, Queen's Bench, page 566, same case on appeal 3 idem, page 412, in which a vessel having to load at Sulinah was held bound to wait at her owner's expense to allow of the arrival of her cargo, which was prevented from coming down the Danube by ice; and Metcalfe *vs.* Britannia Iron Works Company, 2 Queen's Bench Division of the Law Reports, page 423, in which a ship carrying a cargo of iron for Taganrog arriving at Kertch (300 miles from Taganrog by sea), and finding the buoys removed from the mouth of the Sea of Azof, and the navigation of that sea closed by ice, was held to be wrong in landing her cargo at Kertch, and not entitled to freight.

It will be observed that none of these cases deal with a permanent impossibility of reaching the destination of the voyage by the route prescribed, but only with a temporary interruption to navigation of more or less gravity; and we have been unable to find any cases in which any point has arisen which would be in any way analogous to the one under consideration, but we think that these will be near enough, as it is difficult to suppose it possible that the Suez Canal can ever be permanently closed.

It will be observed that all the forms of Bills of Lading placed before us contain a provision that in the event of blockade or interdict, &c., at the port of discharge the ship is to be at liberty to discharge at the nearest safe port, but we are clear that the case of the stoppage of traffic in the Canal was not contemplated by this clause and is not met by it.

2. The master of a steamer arriving at Suez and finding the Canal blocked would not in our opinion be safe in returning to Aden, in any events which are likely to happen, as long as he could lie at Suez in safety.

3. The master of a Canal steamer would not in our opinion be right in altering his voyage and proceeding *viâ* the Cape in any case without full notice to, and obtaining the sanction, if possible, of, the owners and underwriters of the ship and cargo; in the absence of such sanction we do not think that under the present form of Bill of Lading the closing of the Canal would justify an alteration of the voyage to one round the Cape, and prevent the latter from being treated as a deviation. In the event of the voyage being altered a

purchaser of goods to arrive per Canal would be entitled, we think, to throw up the goods.

4. As the alteration of the original voyage could not in our opinion be safely made without the consent of all interested, the matter of freight would probably be one of arrangement.

5. Unless a vessel could show conclusively that it was impossible for it to carry its cargo to the original port of destination, the master would not under the present form of Bill of Lading be entitled to discharge his cargo in the Red Sea, or at Aden; if he were to do so he would lose his freight and become liable to all damages the owner of the goods might sustain. *See answer to question* 1.

6. The landing of goods in the Red Sea, or at Aden, would be of course an abandonment of the voyage, and the moment a voyage is abandoned the policy of Insurance lapses.

In the circumstances above referred to the position of *bonâ fide* holders of Bills of Lading would be as follows:—

Subject to the necessary delay which a stoppage of traffic in the Canal would cause, *bonâ fide* holders of Bills of Lading would be entitled, subject to the exceptions contained in that document, to recover their goods or their value, the latter being recoverable in case of loss from the underwriters if the loss is caused by the perils insured against, or from the owner of the vessel if the loss is due to any unauthorised deviation made from the voyage as above pointed out.

8. It would depend on the terms of the contracts for goods sold for shipment *viâ* Canal how shippers would be effected by the stoppage of traffic in the Canal. If the contract were for shipment in a particular vessel the shipper would have done all in his power to carry out his contract, and the buyer would have to take the goods notwithstanding any delay there might be in their arrival. If, on the other hand, the contractor did not specify any particular vessel, but merely provided for the goods being carried *viâ* the Canal, we think the buyer would be bound to take the goods notwithstanding any unavoidable delay.

It will be seen from the above that in our opinion the owners of steamers trading through the Canal are the persons most likely to suffer in the present state of things, the shippers of goods being reasonably safe, provided the owners of the vessels on board which the goods are placed are responsible persons, and able to meet any claim for damages which may arise from a wrongful dealing with the goods.

There would probably not be any doubt on this point in regard to the owners of well-known lines of steamers regularly trading here, but it has to be borne in mind that the steamers trading to this port are by no means confined to the regular lines, but include a great many outside steamers of the ownership of which little or nothing is known.

It is hardly likely that owners of steamers will be inclined to allow a state of things which may involve them in very serious liability to continue without an effort to throw the risk upon the shippers of goods, and we may look shortly for the introduction into homeward

Bills of Lading of a clause providing for the case of a stoppage of the Canal, in some such manner as blockade, &c., are provided for the present form of Bill of Lading.

Any such attempt as this should, however, in our opinion be resisted with determination by shippers, and the opportunity availed of to insist on a general revision of the Bill of Lading, on the lines indicated in the report of the Committee of the Chamber of the 12th October last.

A practical mode of carrying this out would be for the Chamber to publish a form of Bill of Lading, and for shippers to combine and refuse to take up any tonnage except on the distinct understanding that they should have this form of Bill of Lading.

We enclose copy of opinion of Mr. Evans, before whom we laid the draft of this letter.—Yours faithfully,

SANDERSON & Co.

H. W. I. WOOD,
Secretary, Bengal Chamber of Commerce.

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OPINION.

I have perused the papers and agree in the views contained in the draft letter as amended. I have not gone into the question of a permanent stoppage of the Canal, as I do not regard that as practically within the bounds of possibility. I think it may be taken for granted that any stoppage can only be temporary.

To allow shipowners to land cargo at the Red Sea Ports, or Aden, would be out of the question.

I also think it very desirable to secure simplicity and uniformity in the common form of Bills of Lading, and to avoid needless and complicated exceptions in the common form—any special term agreed on can always be inserted. It is essential to the free negotiability of the Bills that all risks should be covered by Insurance except the risks properly falling on the shipowner, and that the shipowner should not be allowed to contract himself out of those properly falling on him.

G. H. P. EVANS.

*5th July*, 1882.

# APPENDIX FF.

## THE TWO MILLIONS STERLING LOAN.

TELEGRAM.

No. 203 OF 1882.

11*th October*, 1882.

From CHAIRMAN CHAMBER of COMMERCE, Bombay, to FINANCIAL SECRETARY to GOVERNMENT, Simla.

Public here anxious to know for what purpose the two millions sterling loan in London has been issued, and also whether it will to any extent take the place of the two-and-a-half crore loan notified by the Governor General. A reply will oblige.

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From Major BARING, Simla, to CHAIRMAN CHAMBER of COMMERCE, Bombay.

Sterling loan in London will in no way take the place of rupee loan in India—the former is issued by Secretary of State with reference to home requirements, and the facts in connection with it are not full known to the Government of India, but besides ordinary expenditure, the Secretary of State has this year to provide over three millions for debentures falling due and about pounds 1,400,000 for purchase of Madras Irrigation Company. It is presumed that these obligations coupled with short drawings have rendered the loan necessary.

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No. 208 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 20*th October*, 1882.

To the Hon'ble Major BARING, R.A., C.S.I., Simla.

SIR,—I am directed by the Committee of the Chamber to acknowledge your telegram of 12th instant to their Chairman regarding the new two millions sterling loan lately issued by the Indian Government in England, being in reply to his on the same subject, sent to the Financial Secretary to the Government of India on the 11th idem. In doing so, I am further requested by the Committee to convey to you their best thanks for the prompt and full reply which you were good enough to send. Its contents were at once made public, and very general satisfaction was felt throughout the mercantile community, at the readiness with which you kindly placed at their disposal all the information on the subject that you possibly could.—I have, &c.,

DAVID WATSON, Acting Secretary.

# APPENDIX GG.

## COAL FIELDS IN THE NEIGHBOURHOOD OF SOHAGPUR.

No. 161 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 14*th July*, 1882.

To the SECRETARY to GOVERNMENT, Financial and Revenue Department, Bombay.

SIR,—The attention of the Committee has been called to a report published a short time ago on the subject of the existence of extensive and valuable coal fields in the neighbourhood of Sohagpur in the valley of the river Johilla and Umaria in the native State of Rewa. The importance of supplies of cheap and good coals from these districts to the railway's lines that feed the trade of this port can hardly be overrated. I am, therefore, requested to address you on the subject, and to ask, if you can furnish me with any information as to the progress being made towards the opening up of these coal fields.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 5489 OF 1882.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 15*th August*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 14th ultimo, requesting information as to what progress is being made towards opening up the coal fields in the neighbourhood of Sohaghur in the valley of the river Johilla and Umaria in the native State of Rewah, I am directed to forward, for the information of the Bombay Chamber of Commerce, the accompanying copy of a letter No. 1607, dated 3rd instant, received from the 1st Assistant Agent Governor General for Central India, in reply to one from this Government on the subject.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

No. 1607 OF 1882.

INDORE RESIDENCY, *3rd August*, 1882.

From Captain D. ROBERTSON, First Assistant Agent Governor General for Central India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am desired to acknowledge your No. 4898 of the 25th July, forwarding a request of the Chamber of Commerce, Bombay, for any information as to the progress being made in opening up the Rewah coal fields.

The Agent Governor General is not in a position to furnish any information on this subject. He has submitted a full report to the Government of India on Rewah coal, pointing out the immense advantages which must accrue to the railway systems of Northern and Western India by the discovery of these important coal fields, close to the line of railway, inexhaustible in their extent, and probably equal in quality to the best of the Bengal coal, and he has made certain suggestions on which he is now awaiting orders.

Until Sir Lepel Griffin has received intimation from the Government of India of their wishes as to the manner in which these coal fields should be developed, it is not proposed to take any steps in opening them up. I am, however, to note that the Agent Governor General is desirous that any company to whom the important concession of leasing the Rewah mines may be made, should be prepared in return to construct such railway lines as may be decided to be necessary for the development of Central India.—I have, &c.,

D. ROBERTSON,
1st Asst. Agent Governor General for Central India.

# APPENDIX HH.

## IMPORTATION OF IMPURE EXPLOSIVES INTO INDIA.

No. 4103 OF 1882.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24*th June*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter* received from the Government of India on the subject of the restrictions to be placed on the importation of impure explosives into India, and to request that you will be so good as to favour this Government, at an early date, with the opinion of the Chamber on the points therein stated.—I have, &c.,

*No. 935, dated 31st May, 1882.

J. MONTEATH,
Acting Under-Secretary to Government.

No. 935.

SIMLA, 31*st May*, 1882.

From A. MACKENZIE, Esq., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 1537, dated the 8th March last, on the subject of the importation of impure explosives into India.

2. In reply, I am to say that a Bill for the regulation of the importation, storage and transport of explosives is at present under the consideration of the Government of India in the Legislative Department, but the completion of the measure may occupy some time, and it is a question whether any *ad interim* steps are necessary to prohibit the importation into India of impure explosives. With this object it has been suggested that the importation into India of nitro-glycerine compounds should be prohibited save—

(*a*) When covered by a certificate of an authorized Government official in the United Kingdom.

(*b*) When similarly passed by some qualified officer of Government in India after the application of proper tests.

3. The importation of dynamite and other preparations of nitro-

glycerine can be regulated by a Notification in the *Gazette of India* under Section 19 of the Sea Customs Act VIII. of 1878 ; but as it is desirable that the exceptional powers given by this section should only be exercised in cases of special necessity, I am to request that His Excellency the Governor in Council will, after consulting the Chamber of Commerce, and the Chemical Examiner to the Bombay Government, favour the Government of India with his opinion as to whether a Notification restricting in any way the importation of explosives is necessary, and if so, how the conditions of admission of explosives should be defined.

4. The favour of a very early reply is requested.—I have, &c.,

A. MACKENZIE,
Secretary to the Government of India.

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CHAMBER OF COMMERCE, BOMBAY, *8th July*, 1882.

To the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4103 of 1882, dated the 24th June last, forwarding, for the opinion of the Chamber, copy of a letter from the Government of India on the subject of the restrictions to be placed on the importation of impure explosives into India.

In reply, I am desired to say that the Committee think it very desirable that some such rules as Government propose should be introduced and that without delay. They are doubtful, however, if any official in England is empowered to certify to the purity of nitroglycerine compounds, as they can find nothing to that effect in the English Explosives Act, which regulates the import, manufacture, and sale of all explosives and inflicts heavy penalties on any one found in possession of any nitro-glycerine substance which will not pass the required standard of purity. The standard was fixed some years ago by a Committee of Chemists nominated by Government, consisting of Professor Abel of the War Department, and Doctors Du Pre and Odling. The manufacture of all explosives in the United Kingdom is carried on under the inspection of Government officers, and the Committee think, therefore, that so far as these are concerned if the consignee can produce satisfactory evidence to the authorities that they were made in the United Kingdom this should suffice, and that permission to import should be given after compliance with the conditions of the Arms Act. The risk to be guarded against is the import of continental explosives, no chemical or other test being compulsory there. Until 1881 foreign dynamite was not admitted into the United Kingdom at all, and since then several consignments have been condemned on being treated and found impure. Several importers have recently been prosecuted in England on this account, and besides losing the value of the explosives, heavy fines have been inflicted.

The Committee, therefore, think that all explosives not satisfactorily proved to have been made in the United Kingdom (whereas already

said the Government inspection is a sufficient guarantee as to purity) should be examined on arrival, and should only be allowed importation on being certified by the Chemical Analyser as being pure according to the required test.—I have, &c.,

DAVID WATSON, Acting Secretary.

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No. 5913 OF 1882.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 29*th August*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to para. 2 of your letter of the 8th July last, in which you state that the standard of purity in regard to nitro-glycerine compounds was fixed some years ago by a Committee of Chemists, I am directed to request that you will, with the permission of the Bombay Chamber of Commerce, be so good as to favour Government with information as to the standard of purity which was then fixed.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 180 OF 1882.

BOMBAY, 31*st August*, 1882.

To the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—In reply to your letter No. 5913 of 1882, dated 29th August, on the subject of the standard of purity for nitro-glycerine compounds fixed by a Committee of Chemists some years ago in England, I am desired by the Committee to enclose, for your information, a copy of the report made to the Secretary of State for the Home Department by Messrs. F. A. Abel, A. Dupre, and Wm. Odling, dated Royal Arsenal, Woolwich, 31st October, 1878, and numbered 1542 G. This is the report referred to in my letter of the 8th July last, and I trust it will be found to contain all the information you require.

I also enclose copy of a letter from the Secretary of State to Nobel's Explosives Company, Limited, stating that he was prepared to adopt in the working of the Explosives Act, the interpretation of term "thoroughly purified" contained in the said report.—I have, &c.,

D. WATSON, Acting Secretary.

## REPORT MADE TO THE SECRETARY OF STATE FOR THE HOME DEPARTMENT, IN ACCORDANCE WITH INSTRUCTIONS OF 12-7-1877, H. O. $\frac{1542}{126}$ G. ON MATTERS RELATING TO THE LICENSE HELD BY NOBEL'S EXPLOSIVES COMPANY, AND TO THE MANUFACTURE AND PURIFICATION OF DYNAMITE.

ROYAL ARSENAL, WOOLWICH, 31*st October*, 1878.

SIR,—Referring to your letter of the 12th July, 1877, on the subject of the definition of dynamite, as set forth in the license held by Nobel's Explosives Company, and also to the preliminary report addressed to you by us on August 13th, 1877, and subsequent correspondence, we have the honour to submit, for the information of Mr. Secretary Cross, the following report on the question referred to us :—

We conceive that the Home Office Authorities, in making use of the expression "thoroughly purified" in the definition of dynamite as manufactured by Nobel's Explosives Company, had no intention to give that expression its scientific interpretation, it being obviously out of the question to insist upon the manufacture of a chemical product upon a large scale in a "*thoroughly* purified" condition, which, scientifically interpreted, would signify absolute freedom from impurities of all kinds.

The proper meaning which, in our opinion, attaches to the term "thoroughly purified" nitro-glycerine, in its above-named application is : nitro-glycerine purified by application of the most efficient process or processes of purification which could be applied commercially, and purified to such a degree that it should satisfy a standard of purity which appeared to be fairly attainable in its manufacture upon a commercial scale at the time when the terms of the license were fixed ; and the attainment of which was made desirable by the fact that the stability and consequent safety of nitro-glycerine appeared likely, so far as existing experience went, to depend upon its purification up to that standard.

This standard of purity has been fixed, not by the prescription of a particular method of purification to be pursued in the manufacture, but by prescribing the fulfilment of a certain condition, in the application of a so-called "heat test," which had already been applied to control the quality of gun-cotton, and which, when applied, with slight modifications, to the testing of dynamite, was found to furnish results bordering upon, or outside, a particular minimum limit, when applied to several samples of No. 1 dynamite obtained at different times from the British Dynamite Company's works.

The experimental data upon which the terms of this test were adopted were of a very limited nature, and no experience existed with respect to its trustworthiness, when applied to determine small differences in regard to purity of different specimens of dynamite.

We have carefully examined into the working of this so-called Government heat test, and into the question whether the meaning of the term "thoroughly purified" may, in justice to the manufacturers, be made to hinge upon a strict or proximate compliance of samples of

dynamite with the terms of the prescribed heat test; and we have been led by that examination to the following conclusions :—

1. The test in question cannot be considered fallacious in the sense of its being affected, when applied to dynamite according to the conditions laid down, by substances other than emanations from dynamite due to its incomplete purification; *i.e.*, the indications which it furnishes must be considered as conclusive demonstration that the action of heat on the dynamite has given rise to the escape, as vapour, of acid, either existing as such in the sample, or developed by the decomposition of some comparatively unstable impurity in the dynamite.

2. The test is, on the other hand, uncertain in its action, and very susceptible of furnishing results which are not alike, or not comparable, when it is applied by different persons to one and the same sample or by one person to different sample; for the following reasons :—

(*a*) Because the results which it furnishes are liable to be considerably affected by slight variations in the uniformity of mixture of the kieselguhr and nitro-glycerine in different samples: by variations in the small proportions of water which samples contain, and by unavoidable variations in the sensitiveness of the test-papers used :

(*b*) Because certain mechanical variations which it is difficult to avoid when the test is applied by different operators, also influence very decidedly the results which it furnishes.

While, therefore, we consider that decided differences in the extent to which the nitro-glycerine used in the manufacture of dynamite has been purified are satisfactorily indicated by the existing Government heat test, we are of opinion that, when *applied* to *dynamite*, and similar nitro-glycerine preparations, it is too sensitive, and therefore too liable to be affected by various circumstances, to be a reliable test for determining *small* differences in the degree of impurity of the nitro-glycerine, and consequently of affording the data required for decision whether dynamite, which furnishes results *approaching* the prescribed limit, is "thoroughly purified" according to the terms of the license.

We have made a very large number of experiments for the purpose of ascertaining, in the first place, whether it was possible to devise a new test which should be free from such elements of uncertainty as attach to the present heat-test. Failing to arrive at any satisfactory result in this direction, we endeavoured to eliminate, or at any rate to reduce, the sources of fallacy in the Government heat-test, but did not succeed in doing so to any satisfactory extent, until, instead of operating upon the dynamite *as such*, we separated the nitro-glycerine from the kieselguhr and applied the test to the liquid alone.

By means of a simple separating apparatus the nitro-glycerine may readily be displaced from the dynamite through the agency of a small volume of water, without that portion of the oil which is to be tested coming into direct contact with the water. The nitro glycerine which is thus gradually expelled from the dynamite is allowed to collect in the tube in which it is to be subjected to the same temperature as in the present test (160° F.), the iodised starch test-paper being applied in the same way. The quantity of nitro-glycerine which experience showed to be most suitable is 50 grains, and the method of operating

is, with exception of the preliminary process of extracting the nitro-glycerine, the same as that prescribed in the Government test.

In our own experience with the heat-test, and in considering that of others who have used it more or less frequently in the testing of dynamite and gun-cotton, we have observed that a source of discrepancy not unfrequently arose from variations in acuteness of vision, so that one operator might observe an extremely faint discoloration of the iodised starch paper, which might not be perceptible by another operator. Such minute discolorations are also liable to be observed by an operator on one occasion, while they escaped his observation on another, in consequence of differences in the brightness of the daylight or of differences of locality where the test was performed. As such an extremely minute discoloration may be disregarded without any detriment to the sufficient stringency of the test, we have thought it desirable, in order to make the definition of the test as precise as possible, to adopt, as an indication of the particular depth of tint which is to be looked for, a faint but distinctly visible and permanent standard shade of colour, in the form of a line or stripe of specified width, upon white paper similar to the iodised starch paper, produced by means of a colouring agent which is not fugitive, and reproducible with readiness and precision by operating in accordance with simple instructions (which are appended to this Report).

We propose to specify as the condition to be fulfilled by the sample of nitro-glycerine under examination, that it shall bear exposure to 160° F. for a period of 15 minutes without producing the faint discoloration of the iodised starch paper represented by the accompanying standard test colour (specimens of the standard colour papers are are sent with this Report), and we propose that a sample of dynamite shall be considered to have been made with nitro-glycerine "thoroughly purified" within the meaning of the terms of the Company's license if the nitro-glycerine which it contains, when separated from it according to the prescribed method, and submitted to the heat-test as described in the Appendix, satisfies the standard above specified.

The extension of the time of exposure of the sample under examination to heat, which is rendered possible by the testing of the nitro glycerine in the liquid form, instead of in the form of dynamite as formerly manufactured (*i. e.*, containing no carbonate of ammonia), has the effect of reducing to a minimum the disturbing influences exerted upon the result of the test by the accidental causes of variation which have been pointed out as important sources of error in connexion with the Government heat-test.

The existence, in a sample of dynamite, of carbonate of ammonia which Nobel's Explosive Company is allowed to use in the manufacture of this material, in accordance with the recommendation contained in our preliminary Report, has generally the effect of retarding the indications of the heat-test when applied to such dynamite, but it does not interfere with the application of the proposed test to the nitro-glycerine when the latter has been separated from the dynamite in the manner directed.

The application of the heat-test according to the existing method, but to the ammoniated dynamite (which will probably still be had

recourse to by the manufacturers, as being a comparatively expeditious "working test") consequently furnishes results very similar (in point of time) to those obtained by testing the separated nitro-glycerine; but those results are not nearly as reliable, and, hence, though they may be useful as a rule to the manufacturers, they cannot be relied upon for purposes of inspection, for which special purpose the test now recommended has been elaborated.

With respect to the introduction of carbonate of ammonia in small proportion as a constituent of dynamite, we have to offer the following observations:—

In our preliminary Report we referred to some experimental evidence which we had obtained, that the carbonate of ammonia did not merely operate as a protective agent, by effecting a thorough permeation of the contents of dynamite cartridges by alkaline matter, but that it exercised a favourable influence upon the purity of the nitro-glycerine, by exerting some action upon such foreign substances of comparatively unstable character as exist in variable quantities in nitro-glycerine purified by the usual method.

Our experimental observations have established the correctness of the view entertained by us when first we considered the question of the employment of carbonate of ammonia. We have, in fact, in a number of test-experiments, invariably found that nitro-glycerine, separated from dynamite in which carbonate of ammonia has been introduced, has given a very decidedly higher result with the heat-test than the original nitro-glycerine; or, than nitro-glycerine extracted from cartridges in which no carbonate of ammonia had been used.

It should be stated that the amount of washing to which such specimens of nitro-glycerine have been subjected for the purpose of removing the carbonate of ammonia was found, in itself, not to produce any important additional purifying effect upon the liquid in its ordinarily purified condition.

On examining a very large number of samples of dynamite ranging in dates of manufacture over the entire period (about 20 months) within which Nobel's Explosives Company has used carbonate of ammonia as a constituent of the dynamite, we found that in every instance the total quantity of ammonia present fell very far short of the amount corresponding to 1·5 per cent. of sesqui-carbonate of ammonia, which is the proportion we suggested for employment in our preliminary Report, and which amount was most positively stated by the Manager of the Ardeer Works to have been regularly used. There was only one instance (in a sample of recent manufacture) in which the total quantity of ammonia contained in the dynamite corresponded to 0·5 per cent; in others of nearly the same age the quantity was 0·4 per cent; in samples of not many days earlier date it ranged from 0·2 to 0·35 per cent; in others ranging back to a period of two months it varied between 0·13 and 0·18 per cent.: and among all the samples of earlier manufacture which were examined there were only two which contained over 0·1 per cent, the proportion in the others varying from 0·017 to 0·095 per cent.

There is no doubt that volatilisation of the ammonia salt occurs, and probably to a somewhat considerable extent, during the processes of mixing it with the kieselguhr and of preparing and making up into

catridges the slightly warm dynamite. But there is also no question that this loss of ammonia-salt by volatilisation cannot, even in the most extreme cases, amount to anything like two-thirds of the amount added ; yet in only one instance was as much as one-third the prescribed amout found in the recently prepared dynamite.

The dynamite cartridges being enclosed in impervious paper wrappers and being, within a very brief period after their production, made up into closely packed parcels which are covered with tightly closed wrappers of waterproofed paper, there can be but very little, if any, escape of carbonate of ammonia occurring subsequently from the cartridges, so that the loss must be due to some other cause ; and that such is the case was decidedly demonstrated by experimental evidence. Thus, a sample of dynamite manufactured last spring, which was found to contain only 0·17 per cent. of carbonate of ammonia, was mixed on the 25th of July with a further quantity of that salt. It was at once enclosed in a well-stoppered bottle. The amount of ammonia-salt contained in the freshly prepared sample was found to correspond to 0·91 per cent. Upon re-examination after the lapse of two months (on September 27th) it was found to contain only 0·286 per cent.

In comparison with the foregoing a sample of kieselguhr was mixed with carbonate of ammonia, of which it was found to contain 3·17 per cent. ; the mixture was exposed to air at the ordinary temperature for several days, it was then enclosed in a stoppered bottle and after the lapse of two months it was found to contain 2·78 per cent. of the ammonia-salt.

Several samples of dynamite which were examined last May and June were found to contain at the time proportions of ammonia-salt varing from 0·38 to 0·52 per cent. ; they had been kept ever since in well-stopped bottles, and when re-examined at the end of September they were found to contain only from 0·071 per cent. to 0·103 per cent.

The evidence is therefore conclusive that the ammonoa-salt which is incorporated with dynamite diminishes at first rapidly and afterwards gradually in amount, and that this disappearance can only be ascribed to the occurrence of some chemical reaction between the ammonia and either the nitro-glycerine itself or the minute quantities of comparatively unstable impurities which it retains, or both.

By keeping specimens of dynamite, mixed with carbonate of ammonia, for some days over mercury in spaces thoroughly exhausted of air, we have established this fact, that in some instances gaseous matter is gradually evolved from the ammoniated dynamite, and we have found this gaseous matter to contain carbonic acid.

A sample of dynamite about six months old, in which only traces of carbonate of ammonia still existed, when re-mixed with ammonia-salt and preserved as above described for about three weeks, furnished a very notable quantity of carbonic acid. Another much older sample of dynamite which had for a long time been exposed to air, when mixed with carbonate of ammonia and preserved for a similar period, under precisely the same conditions, did not evolve any carbonic acid.

It would appear probable from the foregoing that the chemical reaction, which results in the disappearance of the ammonia, affects

only the impurities in the nitro-glycerine; at any rate experimental evidence is in support of the conclusion that these are, if not alone, at least the most rapidly attacked.

By far the largest proportion of the ammonia-salt disappears within a very short period after the manufacture of the dynamite; in about one month after the date of manufacture the reduction in ammonia takes place but slowly, and about the same average amount was found to exist in samples which had been prepared from three to twelve months previous to their examination. A few samples of comparatively early manufacture were found to contain proportions of ammonia-salt considerably higher than the average, a circumstance which is hardly in harmony with the view that the disappearance of ammonia is due to a reaction between it and the nitro-glycerine, but which would rather appear ascribable to the original existence of somewhat exceptionally small proportions of impurities in these particular products. On the other hand, when fresh quantities of the carbonate were mixed with samples of dynamite which were presumed to have received the prescribed proportion of salt when manufactured and were found to have retained only very small proportions, the ammonia-salt was found to diminish in quantity (the samples being closely confined), though certainly not nearly as rapidly as it must have done in the freshly prepared material. This continued disappearance of the carbonate may be due in part to a reaction between it and the nitro-glycerine, a point which could only be positively determined by experiment with absolutely pure nitro-glycerine, or it may only be due to the further gradual removal of foreign bodies still retained by the nitro-glycerine. However this may be, the point appears to us clearly established by the very considerable improvement in quality which nitro-glycerine sustains (as shown by the heat-test from the addition of carbonate of ammonia to the dynamite, and by the considerable disappearance of ammonia within a brief period of the manufacture, that the ammonia-salt acts as a purifying agent. Whether the full quantity of ammonia-salt now prescribed is essential for insuring the purification of the nitro-glycerine up to the present standard, or whether, looking to the possible small destruction of nitro-glycerine itself by a portion of the ammonia-salt used, other improvements in the purifying process may not facilitate the production of a "thoroughly purified" nitro-glycerine (within the definition given in this Report) with a considerable reduction in the amount of carbonate of ammonia used, or without its employment at all, are points which can only be determined by further experience.

We consider, therefore, that the Company should be left at liberty to employ such proportion of carbonate of ammonia as experience may show to be sufficient to produce dynamite made from nitro-glycerine which will comply with the prescribed inspection test, or to replace it altogether by any other mode of treatment of nitro-glycerine which will satisfy the present conditions.

In all the experiments made by us with products prepared under our inspection at the Ardeer Works, we have found that nitro-glycerine, or the dynamite made from it, gives decidedly higher result if tested some days after manufacture than if examined immediately. In the case of the purifying action of carbonate of ammonia (or of the alkaline matter contained in dynamite) it is obvious that such chemical

reactions as occur, resulting in the expulsion or alteration of minute quantities of impurities, obviously require time for their accomplishment. It is probable, moreover, that in the case of dynamite prepared by the ordinary process, without addition of carbonate of ammonia, minute quantities of volatile matters, the presence of which lower the test result furnished by the freshly prepared material gradually escape from unfinished dynamite, thus giving rise to an apparent improvement in its purity.

For these reasons we consider that the inspection test ought not to be applied to samples of dynamite at an earlier date than one week after their manufacture.

It will be seen from our preliminary Report of last August that we had then already given attention to the question whether the method of purification of the nitro-glycerine adopted by Nobel's Explosives Company might not be susceptible of improvement by some simple modification, the adoption of which would not be attended by any serious practical difficulty or important increase in the cost of production.

Besides carrying out a variety of laboratory experiments, others, on a practical scale, additional to those already referred to in our preliminary Report, have been conducted by use at the Company's works at Ardeer.

We have already reported that repeated washings of the nitro-glycerine for lengthened periods with water after the alkaline treatment which it has received in the ordinary process of manufacture, does not result in any decided improvement in its purity, but that an important additional purification may be effected by a second treatment with hot solution of carbonate of soda.

Further experiment in this direction convinced us, however, that such additional treatment would involve a not inconsiderable loss of nitro-glycerine, and that its adoption by the Company could not on this account be expected.

An increase in the volume of alkaline solution used in the ordinary washing process was found by us to effect some improvement in the quality of the nitro-glycerine, but if the employment of such additional alkaline liquid be combined with the substitution of an improved arrangement for injecting air in the place of that used by the Company at the time of our experiments, a very considerable improvement is effected in the purity of the nitro-glycerine.

The adoption of the new injecting arrangement (the use of which entails the employment of a much larger volume of air at the pressure now used) would involve no considerable outlay, and the additional volume of alkaline liquid, the employment of which we suggest, would still be very considerably below the proportion which we have been given to understand from an authentic source is used at the Continental Dynamite Works, manufacturing on Nobel's system.

It is possible that the modification of the washing process which we suggest may be found to entail some additional loss of nitro-glycerine in consequence of the much more intimate manner in which the latter becomes mixed with the alkaline liquor by means of the improved air injector, and of the consequent suspension of a somewhat larger proportion than hitherto of nitro-glycerine in a very minute

state of division. For the same reason it may also be found necessary to increase somewhat the thickness of the salt filtering bed for the purpose of removing some additional water which may remain suspended in the nitro-glycerine.

As our practicle experience in reference to the purification of nitro-glycerine is limited to the few experiments which we have been able to carry out at the Company's works at Ardeer, we naturally submit the foregoing remarks on the process of purification with some diffidence. The readiness with which facilities were afforded us by the manager of the Ardeer Works, and the desire shown to act upon our suggestions, convince us that those remarks will receive full consideration.

The fact that a decided improvement has been effected in the preliminary washing of nitro-glycerine since our experiments were carried out, affords proof that the Company is anxious to adopt any improvement of the purifying process which is susceptible of application without very importantly affecting the rate and cost of production of the nitro-glycerine.—We have, &c.,

F. A. ABEL.
A. DUPRE.
WM. ODLING.

The Under-Secretary of State, Home Office.

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## APPENDIX.

### INSPECTION TEST FOR DYNAMITE.

*Apparatus required.*

1. Test-tubes from 5½ inches to 5½ inches long, and of such diameter that they will hold from 20 to 22 cubic centimetres of water when filled to a height of 5 inches.

2. The test-tubes to be fitted with perforated corks, which should be conical so as to fit all the tubes equally well. The perforations hold glass rods provided with a hook of glass or platinum to hold the test-paper.

3. The heating apparatus, as prescribed with the original Government heat-test.

*Meterials required.*

*a. Test-paper.*—The test-paper is prepared as follows :—45 grains of white starch, previously washed with cold water, are added to 8½ ounces of distilled water, the mixture is stirred, heated to boiling, and kept gently boiling for 10 minutes ; 15 grains of pure potassium iodide (*i.e.*, which has been re-crystalised from alcohol) are dissolved in 8½ ounces of distilled water. The two solutions are thoroughly mixed and allowed to get cold. Strips, or sheets, of white English filter paper, previously washed with water and re-dried, are dipped into the solution thus prepared, and allowed to remain in it for not less than 10 seconds ; they are then allowed to drain and dry in a place free from laboratory fumes and dust. The upper and lower margins of the strips, or sheets, are cut off and the paper preserved in

well stoppered or corked bottles and in the dark. The dimensions of the pieces of test-paper used are about 4 inch (10 mm. by 20 mm.)

*b. Standard tint-paper.*—A solution of caramel in water is made of such concentration that when diluted one hundred times (10 cc. made up to 1 litre) the tint of this diluted solution equals the tint produced by the Nessler test in 100″ water containing 0·000075 grm. of ammonia or 0·00023595 grm. of chloride of ammonium. With this caramel solution lines are drawn on strips of white filter paper* by means of a clean quill pen. When the marks thus produced are dry the paper is cut into pieces of the same size as the test-paper previously described, in such a way that each piece has a brown line across it near the middle of its length, and only such strips are preserved in which the brown line has a breadth varying from ½mm. to 1 mm. ($\frac{1}{50}$th of an inch to $\frac{1}{25}$th of an inch).

*Preparation of the Sample to be tested.*

*a. Apparatus required.* A wide mouthed bottle (*a*) of about 6 oz. capacity, to which is fitted an India-rubber stopper (*b*) having two perforations. Through one of these passes the bent tube (*c*), through the other the filtering tube (*d*). The latter should have sufficient capacity to hold about 500 grains of dynamite. Within the bottle is placed a small test-tube (*e*) to receive the nitro-glycerine filtering through (*d*).

*b. Mode of Operation.*—About 400 grains of dynamite, finely divided, are placed into the filtering tube (*d*) (a small piece of cotton-wool having previously been pushed into the contracted part of the tube), and made to fill it as evenly as possible by shaking and tapping ; the upper surface is smoothed by gently pressing with a wooden rammer.

Water is then poured on the top of the dynamite and allowed to sink into it by its own weight, until a sufficient quantity of nitro-glycerine has been displaced. The bent tube (*c*) may then be connected with the filtering pump or other means of reducing the pressure in the bottle, the displacement of the nitro-glycerine being thus accelerated.

The nitro-glycerine collects in the tube (*e*) and the operation is stopped before the water reaches the narrow part of the filtering tube.

If any water should have passed through with the nitro-glycerine, it should be removed with a piece of blotting paper, and the nitro-glycerine, if necessary, filtered through a dry paper filter.

*Application of the Test.*

The thermometer is fixed so as to be inserted through the lid of the glass globe into the water (which is to be steadily maintained at a temperature of 160° F.) to a depth of 2¾ inches. 50 grains of nitro-glycerine, to be tested, are weighed into a test-tube in such a way as not to soil the sides of the tube. A test-paper is fixed on the hook of the glass-rod so that when inserted into the tube it will be in a vertical position. A sufficient amount of a mixture of half distilled water and half glycerine is now applied to the upper edge of the test-paper,

* NOTE.—This paper must be carefully washed with distilled water in the first instance, to remove any traces of bleaching matter, and dried.

by means of a camel's hair pencil, to moisten the upper half of the paper, the cork carrying the rod and paper is fixed into the test-tube and the position of the paper adjusted so that its lower edge is about half way down the tube ; the latter is then inserted through one of the perforations of the cover to such a depth that the lower edge of the test-paper is just above the surface of the cover. The test is complete when the faint brown line which after a time makes its appearance at the line of boundary between the dry and moist part of the paper equals in tint the brown line of the standard tint paper.

F. A. ABEL.
A. DUPRE.
WM. ODLING.

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No. 6242 B OF 1882.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *9th September*, 1882.

To the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR—With reference to your letters, dated 8th July and 31st August, 1882, on the subject of the importation of impure explosives into India, I am directed to forward, for the information of the Chamber, the accompanying copy of a Resolution of this Government passed in the matter.—I have, &c.,

No. 6242, dated 9th September, 1882.

J. MONTEATH,
Acting Under-Secretary to Government.

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No. 6242.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *9th September*, 1882.

Letter from the Commissioner of Customs, Opium and Abkari, No. 3588, dated 5th July, 1882—Stating, with reference to Government Resolution No. 4102, dated 24th June, 1882, that since the importation of dynamite by Messrs. Macaulay and Co. in 1879, the few imports that have taken place at Bombay of similar explosives have been permitted under the usual precautions ; and observing that as no accident is reported to have occurred from these explosives, no *ad interim* measures for prohibiting or restricting the importation of similar substances, pending the passing of the Bill on the subject, are in his opinion called for.

Letter from the Secretary, Chamber of Commerce, dated 8th July, 1882—Stating, with reference to this Government letter No. 4103, dated 24th June last, that the Committee of the Chamber think it very desirable that some such rules as Government propose should be introduced and that without delay ; observing that they are doubtful if any official in England is empowered to certify to the purity of nitro-glycerine compounds as there is nothing to that effect in the English Explosives Act, but that they think it should

suffice if the consignee can produce satisfactory evidence to the authorities that they were made in the United Kingdom and permission to import may be given after compliance with the conditions of the Arms Act, as the risk to be guarded against is the import of continental explosives, no chemical or other test being compulsory there ; and adding that all explosives not satisfactorily proved to have been made in the United Kingdom should be examined on arrival and should only be allowed importation on being certified by the Chemical Analyser as being pure according to the required test.

Letter from the Chemical Analyser to Government, No. 430, dated 18th August, 1882—Submitting, with reference to Government Resolution No. 4102, dated 24th June last, and to Government letter No. 4447, dated 10th July, 1882, his report on the subject of the importation of impure explosives into India.

Letter from the Secretary to the Chamber of Commerce, dated 31st August, 1882—Forwarding, with reference to Government letter No. 5913, dated 29th idem, on the subject of the standard of purity for nitro-glycerine compounds fixed by a Committee of Chemists some years ago in England, copy of a report made to the Secretary of State for the Home Department, by Messrs. F. A. Abel, A. Dupre and William Odling, No. 1542-G., dated 31st October, 1878; observing that this is the report referred to in his letter of the 8th July last, and that he trusts that it will be found to contain all the information required ; and annexing copy of a letter from the Secretary of State to Nobel's Explosives Company stating that he was prepared to adopt in the working of the Explosives Act the interpretation of the term " thoroughly purified " contained in the above report.

RESOLUTION.—A copy of the letters from the Bombay Chamber of Commerce, dated 8th July, 1882, and 31st August, 1882, with accompaniments, should be forwarded to the Government of India, with reference to their letter No. 935, dated 31st May last, with an intimation that in the opinion of His Excellency the Governor in Council the views of the Chamber of Commerce expressed in their letter of 8th July, 1882, are practical and may be adopted and that the standard of purity fixed by the Committee of Chemists may be accepted.

J. MONTEATH,
Acting Under-Secretary to Government.

# APPENDIX II.

## COTTON FRAUDS ACT.

No. 280 OF 1881.

LEGISLATIVE DEPARTMENT,
BOMBAY CASTLE, 12*th December*, 1881.

From C. G. W. MACPHERSON, Esq., C.I.E., Under-Secretary to Government, to the Secretary to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a draft Bill repealing Bombay Act VII. of 1878, which it is proposed to introduce in the local Legislative Council. A copy of the Statement of Objects and Reasons also accompanies.—I have, &c.,

C. G. W. MACPHERSON,
Under-Secretary to Government.

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DRAFT.

Bill No. OF 1882.

An Act for the repeal of (Bombay) Act No. VII. of 1878.

Preamble. Whereas it is expedient to repeal the Bombay Cotton Frauds Act, 1878. It is hereby enacted as follows :—

Repeal of Bombay Act VII. of 1878. Bombay Act No. VII. of 1878 is hereby repealed.

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STATEMENT OF OBJECTS AND REASONS.

The Governor General having declared his intention of withholding his assent from Bill No. 3 of 1880 (the Bombay Cotton Frauds Act, 1880), the object of which Bill was, while repealing Bombay Act VII. of 1878, to re-enact with certain modifications Bombay Act IX. of 1863, the effect of the veto will be that Bombay Act VII. of 1878 will be kept alive.

Her Majesty's Secretary of State for India in Council having intimated that he has no objection to the introduction of a fresh Bill repealing all former special legislation on the subject of Cotton Frauds, this present Bill has been prepared for the purpose of repealing the only Act which is now in force relating to Cotton Frauds, and is the only special legislation on the subject which remains to be repealed.

# APPENDIX JJ.

## CULTIVATION OF AMERICAN COTTON SEED IN THE BARODA STATE.

No. 8658 OF 1882.

BARODA, 19*th October*, 1882.

From Major General J. WATSON, V.C., C.B., Agent to the Governor General at Baroda, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to forward herewith, for the favour of your good offices, a copy of a letter No. 1457, dated the 17th instant, from the Minister of the Baroda State in which he asks for information on certain points connected with American cotton grown in India, and the quality of the article grown in Baroda territory in the neighbourhood of Broach.

2. The object of the Baroda Durbar is to improve the fibre grown in its territory, which is a large cotton-producing country, and I shall be much obliged for any opinion or advice which the Chamber may give me regarding the subject.—I have, &c.,

J. M. WATSON, Major General,
Agent to the Governor General at Baroda.

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No. 1457.

DEWAN'S CUTCHERY,
BARODA, 17*th October*, 1882.

Major General J. WATSON, V.C., C.B., Agent to the Governor General, Baroda.

SIR,—Since writing my letter No. 1248, dated the 7th instant requesting that 50 Bengal maunds of acclamatized American cotton seed may be obtained from the Collector of Dharwar, it has been brought to my notice that the seed referred to is not so good as fresh seed from America itself, and not superior to the seed from which Broach cotton is produced. In fact, the cotton produced in His Highness' territory in the neighbourhood of Broach is, I am told, not inferior in point of quality to the cotton at present produced in Dharwar from acclamatized American seed. If this is so, then it may not be desirable to get the large quantity of seed ordered from Dharwar.

2. I shall feel obliged by your obtaining information on the above

points from the Chamber of Commerce, Bombay, and in the meantime asking the Collector of Dharwar to consider the request contained in my letter above quoted as in abeyance.—I have, &c.,

KAZI SHAHABUDIN, Acting Dewan.

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No. 218 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 31*st October*, 1882.

To Major General JOHN WATSON, Agent to the Governor General at Baroda.

SIR,—I have the honor to acknowledge receipt of your letter No. 8658 of 1882, dated 19th October, forwarding copy of a letter from the Minister of Baroda State in which he asks for information on certain points connected with American cotton grown in India, and stating that the object of the Baroda Durbar is to improve the fibre grown in its territory, which is a large cotton-producing country, and the advice and opinion of the Chamber is asked regarding the same.

In reply, I am requested to state that the Committee have given the subject their most careful attention, and have consulted many of those most largely interested in cotton export trade in this port. The Committee do not think that much good is likely to result from the introduction of American seed into the Baroda State, either in the shape of fresh or of climatized. The indigenous cotton grown in Guzerat and in the neighbourhood of Broach especially, is of better quality, and commands a higher price in this market than any that has hitherto been grown in India from either imported or climatized American seed. The best Broach cotton is always an article much in demand, both in England and in European markets generally, and will always command a good price and a large consumption.

The Chamber, therefore, think that if the Dewan of Baroda is anxious to improve the fibre and quality of the cotton grown in its State, the best way of doing so is to see that the best Broach seed is used, that it is carefully cultivated, and afterwards prepared for the market in a skilful and scientific manner. This is not only the opinion of the Committee, but it is held also by all the large dealers in cotton in this port.

Some years ago the Committee were applied to by Sir T. Mahadavrow on the subject of improving the cotton grown in the Baroda State; and they then wrote him at considerable length, suggesting in what way they thought improvement could be most readily brought about. A copy of this letter, dated 22nd September, 1879, is enclosed for your information; and the Committee can only now approve and confirm the suggestions therein made.

Requesting, therefore, the attention of the Dewan to this communication, and thanking him, through you, for your attention in applying to the Chamber on this subject which so deeply interests the mercantile community of Bombay.—I remain, &c.,

D. WATSON, Acting Secretary.

# APPENDIX KK.

## MIXING OF INFERIOR SIND COTTON WITH THE SUPERIOR CLASSES OF COTTONS AT THE SCREWS IN BOMBAY.

No. 6780 OF 1862.

BOMBAY, *20th October*, 1882.

From the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward, for the information of the Chambers' Committee, extract para. 3 of a Memo. from the Commissioner in Sind, No. 4437 of the 19th July last, and shall be obliged by the favour of information whether the Committee have heard complaints of Sind cotton brought into Bombay being utilized in mixing with superior classes of Presidency cottons previous to exportation to England. I beg to subjoin for the information of the Committee a statement showing the quantities of cotton imported from Kurrachee into Bombay, and the quantities exported from Kurrachee to foreign ports in each of the last five years :

| YEARS. | Imported from Kurrachee into Bombay. | Exported from Kurrachee to Foreign Ports. |
|---|---|---|
| | Cwts. | Cwts. |
| 1877-78 ... ... ... ... | 66,700 | 113,135 |
| 1878-79 ... ... ... ... | 49,712 | 97,099 |
| 1879-80 ... ... ... ... | 73,558 | 128,032 |
| 1880-81 ... ... ... ... | 5,881 | 91,277 |
| 1881-82 ... ... ... ... | 63,619 | 161,388 |

I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs, Salt, Opium and Abkari.

*Extract para.* 3 *of a Memo from the Commissioner in Sind, No.* 4437 *dated* 19*th July*, 1882.

3. With regard to crops, Mr. Strachan has now come to the conclusion that the Waradi cotton is a less luxuriant variety of the

Sindi incapable of yielding as much clear cotton per acre as the ordinary Sindi plant.

There can be no doubt that the two varieties are equally short-stapled, and are usually used for spinning purposes when mixed in certain proportions with cotton having a longer staple. It may not be out of place to mention here that it has been stated that since the repeal of the Bombay Cotton Frauds Act, one-third of the Sind Cotton reaching Kurrachee has been transported to Bombay for the purpose of being mixed, and full-pressed with superior classes of Presidency cotton previous to exportation to England. Formerly this cotton used to be exported direct to England, its true nature and value being known to the English merchants and millowners who purchased it.

[True Extracts]

N. M. PARMANAND,
Superintendent Revenue Department, Secretariat.

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No. 215 OF 1882.

31*st October*, 1882.

To the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay

SIR,—I have the honor to acknowledge receipt of your letter No. 6780 of 1882, dated 20th October, forwarding, for the information of the Chamber, extract from a communication made by the Commissioner in Sind, and asking whether the Committee have heard complaints of Sind cotton being brought into Bombay for the purpose of being mixed with superior classes of Presidency cottons previous to exportation to England.

In reply, I am requested by the Committee to state that not only have they heard that Sind cotton is being imported for this purpose, but it is within the personal knowledge of several members of the Committee that this is actually being done. During last season, especially, the quantity of Sind cotton used in this way has been very considerable; and its use in this manner has been the cause of much inconvenience and loss to those engaged here in the export of cotton.

To mix Sind and other inferior classes of cotton with several of the leading and better growths is now, they regret to say, a very wide-spread practice at the screws in this city.—I have, &c.,

D. WATSON, Acting Secretary.

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No. 219 OF 1882.

1*st November*, 1882.

To the DEWAN to H. H. the THACKORE of BHOWNUGGAR.

SIR,—The mercantile community here are anxious to know if any quantity of Sind cotton finds its way, direct to your port of Bhownuggar, either by native boat or by steamers. If you will kindly

inform the Chamber on this point, I would feel greatly obliged. The returns for the last two years is all that we require.

Apologizing for troubling you.—I remain, &c.,

D. WATSON, Acting Secretary.

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No. 295 OF 1882.

BHOWNUGGAR, 14*th November*, 1883.

To the ACTING SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 1st instant, to the address of the Dewan of His Highness, the Maharaja of this State, I am directed by the Dewan Saheb to inform you that on enquiry at the Custom House, no cotton from Sind is found to have been imported into the port of Bhownuggar, either during the last two years or any time previously.—I remain, &c.,

VITHALDAS SAMALDAS,
Revenue Commissioner, Bhownuggar State.

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# APPENDIX LL.

## PROPOSED REDUCTION IN THE STRENGTH AND COST OF THE ESTABLISHMENT AT THE OYSTER LIGHT-HOUSE OFF CARWAR.

No. 490 of 1882.

MARINE DEPARMENT,
BOMBAY CASTLE, 13*th October*, 1882.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honor to forward herewith extract paras. 2 and 4 of a report by the Commissioner of Customs, Opium and Abkari, No. 4695, dated 9th August last, and to request the favour of an expression of opinion by the Chamber on the proposal therein made that the first-class dioptric Light at Carwar be removed and placed on the Burnt Islands off Vingorla, and that the Burnt Islands' Light be fixed in the Oyster Light House,—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

*Extract Paras. 2 and 4 of a Report by the Commissioner of Customs, Opium and Abkari, No. 4695, dated 9th August*, 1882.

2. The undersigned begs to support the Acting Collector's proposals for reducing the strength and cost of the establishment at the Oyster Rock Light House off Carwar.

3. Carwar has now again become one of quite the least important trading port on the Bombay Coast, its trade is insignificant, and what traffic there is will be diminished rather than increased by the construction of the Goa Hubli Railway and the development of the adjacent port of Marmagoa. For purposes of practical use the money now spent on the port office establishment at Carwar and on the maintenance of a European Light-keeper at the Light House is money thrown away.

4. The Light at Carwar is intended to serve the purposes of a port Light only. It is a dioptric Light of the first class, like that at Kennery Island near Bombay, and is much powerful than there is need for, at a port used only for coasting traffic like Carwar. The Commissioner of Customs would recommend that the Carwar Light be now removed and placed on the Burnt Islands (Vingorla Rock) Light House off Vingorla, and that the Burnt Islands Light be fixed in the Oyster Rock Light House. The Burnt Islands lie some ten

miles off the coast between Malwan and Vingorla ; they are a danger to ocean going ships, and a strong light upon the outermost of them would be very useful to ocean going ships coming from the South and making the land on their voyage to Bombay.

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No. 217 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 31*st October*, 1882.

Colonel M. W. WILLOUGHLY, Secretary to Government, Marine Department, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 490 of 1882, dated 13th October, forwarding extract para. 2 and 4 of a report by the Commissioner of Customs, on the subject of the proposed removal of the first-class light at Carwar to the Burnt Islands of Vingorla ; and the transfer of the present lights on these Islands to the Oyster Light House at Carwar, and asking the opinion of the Chamber upon the proposed alteration.

In reply, I am directed to state that the Committee have consulted some of those well informed upon the subject, and as the result of their enquires have arrived at the conclusion that the proposed change is not advisable. These Lights are, the Committee think, of most importance to vessels engaged in the coasting trade, and there can be no doubt that for coasting interests the lights are much better left as they are.

For other vessels the proposed change might be of some advantage ; but this is much more than counterbalanced, they consider, by the danger and inconvenience to those vessels that have to trade along the Coast.

There are always, the Committee submit, great and vital objections to changing the nature and power of leading lights unless the purposes and requirements of navigation make such changes absolutely necessary.

The Agent of the B. I. S. N. Co., whose vessels are perpetually moving up and down the Coast, has consulted as many as possible of the masters of their ships, and they are unanimously against the proposed change. The Oyster Rock Light, they consider, requires to be of the first order to give vessels passing up and down the Coast in thick weather a guide as to their position, so that they may clear the unlighted Pigeon Island which lies to the southward. It also gives them warning of the position of a dangerous rocky patch with only two fathoms over it to the northward of Oyster Rock and considerably to seaward. Vingorla Light on the other hand is only required to guard mariners against the rock on which it is placed, and this lies outside all neighbouring dangers.

The lights at Goa to the south and at Rajapur to the north are guides to vessels coasting in the vicinity of Vingorla Rocks, whereas there is no good light to the southward of Carwar on this side of Mangalore.

Carwar, too, is a regular port of call in the S. W. Monsoon and it

would be dangerous in the frequent and prolonged periods of bad weather, which occur at that season, for a vessel to attempt to make Carwar unless protected and guided by a powerful light, while such a light at Vingorla, in that season, would be absolutely thrown away; because the port is then entirely closed and will always remain so.

The B. I. S. N. Company's Agent states that his experience of the relative importance of the trades of Vingorla and Carwar does not corroborate that of the Commissioner. Carwar gives large exports of cotton every season, and the export in other articles of produce is also increasing, while Vingorla ships next to nothing except by native craft.—I have, &c.,

D. WATSON, Acting Secretary.

# APPENDIX MM.

## CULTIVATION OF WHEAT IN THE BOMBAY PRESIDENCY.

No. 7181 OF 1882.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *14th October*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward the accompanying printed copy of a memo., prepared in this office in 1879 for submission to the Government of India and the Secretary of State, containing certain statistical information with regard to the cultivation, &c., of wheat in the Bombay Presidency, including Sind, and to request that you will be good enough to move the Chamber to favour Government, as early as possible, with a statement furnishing information on the following points :—

(1.) The market price per Indian maund of each variety.
(2.) The shipping and freight charges to Liverpool.

2. The information is required for the Secretary of State, and I am to express the hope of His Excellency in Council that every endeavour will be made by the Chamber to render the information as accurate as possible.—I have, &c.,

J. MONTEATH,
Acting Under-Secretary to Government.

*Memorandum relating to Wheat cultivation in the Presidency of Bombay, comprising particulars on the following heads.*

1. The names of the districts in which wheat is grown.

2. The area (in acres) under wheat in each of the last five years to the end of 1876-77.

3. The average outturn in pounds per acre.

4. A brief account of the cultivation, showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.

5. The average wholesale price of wheat.

6. Average consumption per head of the population of the district.

7. Total consumption within the district.

8. Annual imports into the district for five years, and places whence imported.

9. Annual exports for the same period, places whither exported, and proportion carried by road, rail or river.

10. Estimated average cost of cartage to the Railway Station nearest the district.

11. Cost of transit to port of shipment (Calcutta, Bombay, or Kurrachee), by rail, by road and by river.

12. Local names of the varieties of wheat cultivated, and their description in English; and

13. A general summary for the province, showing the total area under wheat, the average outturn per acre, the total outturn, and the details of the import and export trade.

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## NORTHERN DIVISION.

*Summary of reports regarding wheat cultivation in the districts comprised in the Northern Division.*

[The names of Districts in which wheat is grown.[

Wheat is grown in the following districts in this Division :—

| Collectorate. | Talukas. |
|---|---|
| 1. Ahmedabad ... ... ... | In all. |
| 2. Kaira (principally in) ... ... | Matar.<br>Mehmadabad.<br>Kapadwanj. |
| 3. Panch Mahals ... ... ... | Dohad.<br>Jhalod.<br>North-East of Godhra.<br>A little in Kalol. |
| 4. Broach ... ... ... ... | In all. |
| 5. Surat ... ... ... ... | Olpad.<br>Bardoli. |
| 6. Nasik ... ... ... ... | In all. |
| 7. Khandesh ... ... ... | In all. |

[The area (in acres) under wheat in each district in each of last five years.]

2. The following figures show the area under wheat cultivation in each of the districts named above :—

| Districts. | 1872. | 1873. | 1874. | 1875. | 1876. |
|---|---|---|---|---|---|
| Ahmedabad* ... ... ... | 180,027 | 163,950 | 162,537 | 181,644 | 176,143 |
| Kaira ... ... .. | 7,071 | 7,487 | 9,445 | 14,644 | 11,251 |
| Panch Mahals ... ... | 8,980 | 6,190 | 9,500 | 13,560 | 13,950 |
| Broach ... ... ... ... | 73,752 | 55,934 | 63,194 | 77,878 | 78,799 |
| Surat ... ... ... ... | 27,441 | 26,312 | 21,003 | 24,052 | 22,803 |
| Nasik ... .. ... .. | 159,188 | 194,207 | 177,841 | 176,442 | 142,553 |
| Khandesh ... ... ... | 137,836 | 171,264 | 144,733 | 152,239 | 155,570 |
| Total... | 594,295 | 625,344 | 588,253 | 640,459 | 601,129 |

* NOTE.—This does not include unsurveyed talukdari and inam villages.

[Average outturn in lbs. per acre.]

3. The average outturn in lbs. per acre is as follows :—

| | lbs. | |
|---|---|---|
| Ahmedabad ... ... ... | 258 | Chasia and 600 Wadina. |
| Kaira ... ... ... ... | 438 | |
| Panch Mahals ... ... ... | 250 | |
| Broach ... ... ... ... | 350 | |
| Surat ... ... ... ... | 400 | in dry-crop land. |
| | 600 | in irrigated land. |
| Nasik ... ... ... ... | 361 | in dry-crop land. |
| | 781 | in garden land. |
| Khandesh ... ... ... | 307 | |

*Ahmedabad.*—258 lbs. is the outturn of Chasia. Wadina or Wajia is said to yield 600 lbs. per acre. But separate figures of the land sown with each variety and its outturn are not available.

*Panch Mahals.*—The average outturn of wheat per acre is ascertained to be 250 lbs. in this district : the minimum amounting to 192 and maximum to 392 lbs., the average in main producing area, viz., Dohad and Jhalod, being 390 lbs.

*Broach.*—There is some difficulty, the Collector says, in arriving at the average outturn in pounds per acre. In the better soils it is as much as 640 lbs. ; while in poor soils, it may be as low as 240 lbs. ; about 350 lbs. may be taken as the average of the district.

*Surat.*—The average outturn in Akasia land throughout the Collectorate is estimated at 10 maunds or 400 lbs., in wet lands 15 maunds or 600 lbs.

*Khandesh.*—The average outturn is variously estimated by the Mamlatdars, but as these officers can only get their information by application to the kunbis, and as the cultivating classes here are extremely ignorant and keep no records, the information given is to be taken for what it is worth. The outturn is reported as follows in pounds per acre :—

| | lbs. | | lbs. |
|---|---|---|---|
| Dhulia ... ... ... | 270 | Pimpalner ... ... | 296 |
| Nandurbar ... ... ... | 280 | Shahada ... ... ... | 333 |
| Taloda ... ... ... | 303 | Virdel ... ... ... | 126 |

Sauda, Chopra and Nasirabad from 100 to 200 ; Bhusawal, Jamner, Amalner Erandol, Pachora and Chalisgaon, 250 ; Shirpur 164.

Mr. Stormont, the Superintendent of the Government Model Farm, estimates the average outturn of dry crop wheat in the neighbourhood of the farm at from 900 to 950 lbs. per acre, and he adds that irrigated fields are likely to produce even more, proportionate of course to the condition they may be in as regards manure.

[Brief account of cultivation.]

4. *Ahmedabad.*—There are two varieties of wheat, viz., Chasia grown in the Talukas of Dholka, Dhandhuka, Viramgam, Sanand, and Gogo ; and Wadina or Wajia grown in Daskrohi and Prantej. Chasia is of two kinds, viz., Katha (red) and Dandkhani (white), the former grows only in Dhondhuka, as it is believed that the saline sub-soil on the west of the River Bhogava is unfavourable to Dandkhani : it is sown in light black soil without irrigation : 84 lbs. of seed per acre are used : no crop precedes or succeeds it, but sometimes when cotton fails, wheat is substituted for it. The land intended for

wheat is kept fallow and ploughed four times before the seed is sown. The first ploughing takes place before the setting in of the rains: sowing is commenced at the end of October or at the beginning of November, and the harvest is in April. Wadina or Wajia is sown on irrigated light sandy soil: 160 lbs. of seed per acre are required: it sometimes follows rice, jowari or bajri, but in such cases the outturn is small. It is cultivated in a similar manner to Chasia, but three ploughings are found sufficient before the seed is sown which operation is performed in December: the harvest is also in April. This wheat is liable to a disease called Geru, Gerwar, or Jeru, which is described by Mr. Lely as a sort of mildew: it only attacks wheat planted on irrigated land: it first shows itself by turning the young plant to a reddish colour which gets more and more apparent as the disease asserts itself: no remedy appears to have been found for it. Chasia on the other hand suffers from frost, kapadi (an insect not unlike grasshopper) and other enemies.

*Kaira.*—Three different sorts of wheat are cultivated: the first, Dhondkhani or Dudhia at Matar; the second Dhola at Mehmedabad; and the third Bhalia at Kapadvanj; the two last are known by the names of Katha and Wajia respectively in all districts. Dudhia is described as being a little inferior to No. 1 "White, Bombay," mentioned at page 2 of the printed correspondence forwarded with Government Resolution No. 2221 of 6th April 1877. The Katha is a hard grain of inferior description and brownish colour, and the Wajia is a mixture of the two principal species. Rich black soil is the only one suited for the cultivation of Dudhia; the other two can also grow upon rice lands. Half a maund, *i. e.*, 40 lbs. of seed, is required per acre for the Dudhia, and ¾ maund (60 lbs.) for the other descriptions; the richest black soil requires little or no manure; to ensure a plentiful harvest of the white grain, there ought to be no previous nor subsequent crop during the season; the ground before it is sown is ploughed three or four times; occasionally, it is said, as frequently as ten times. In other descriptions of soil manure is used, either cattle manure unmixed or mixed with human ordure, and other kinds of crops are cultivated both before and after the wheat. The season for sowing for all descriptions is from the beginning of October to the end of November, and that for reaping in the month of March following.

*Panch Mahals.*—Wheat is generally grown in black soil (basaltic stiff loam) and to a certain extent in Baisar (basaltic mixed with light sandy loam). It is usually sown as a second crop following rice or maize. The quantity of seed varies from 40 to 80 lbs. per acre, and the sowing takes place in November and December. After the removal of the first crops above referred to, the land is ploughed for wheat, and then has the clod crusher passed over it to level the soil. The seed is then sown at the abovementioned rate in drills about 1 foot apart; manure is seldom used; a cloudless cold weather is supposed to be very favourable to the growth of wheat, whereas cloudy weather renders the plant sickly, and if a shower falls during the growth of the plant, an attack of blight is inevitable, which discolours and otherwise damages the grain. The wheat damaged by blight is injurious to health, the natives believing it to produce diarrhœa.

*Broach.*—Wheat is sown in dry crop land in black soil; no other

crop is sown with it. It is principally cultivated in villages where the soil is too salt for cotton. From 40 to 60 lbs. of seed are required per acre. The times of sowing and reaping and the mode of cultivation are similar to those above described with the exception that it is never sown twice on the same land in consecutive years; the land is allowed to be fallow, or some other crop is grown. Manure is sometimes used.

*Surat.*—Black soil is preferred, and as Kiari lands are bounded, they retain more moisture than jirayat and are more productive. In these lands rice can be sown in July, and after the rice crop is cut in October, wheat can be sown in the same land in November: in such cases 20 or 30 cart loads of manure are required to be used, before the rice is sown: from 40 to 80 lbs. of seed are required per acre.

*Nasik.*—In talukas north of the Chandor range of mountains, wheat follows bajri, kulthi and tili. It is sown in October and November and reaped in March or April. In Malegaon, it is generally sown in dry-crop land which is manured for it: in Nandgaon, on the other hand, it is grown a great deal on garden land which also is manured. In the Baglan Taluka, it is cultivated in garden lands in February: elsewhere it is a cold weather crop not requiring much rain. South of the Chandor, Dindori, Niphad, and Yeola Talukas, wheat follows bajri or gram after a fallow of ten months. In these talukas wheat is sown in September or October, and reaped in January or February. After the harvest, the land is ploughed, and two or three months after, it is harrowed. After the first rain it is ploughed twice, the second set of furrows crossing the first. After the heavy rain of July, it is again ploughed; finally it is harrowed and sown. In December, wheat is sometimes attacked by a blight which shrivels up the grain. In garden lands wheat follows konde and tag (hemp); in the Nasik, Sinnar and Igatpuri Talukas, sowing takes place in October, and reaping in February. Oil seeds and mustard are sometimes sown between the furrows. Inferior wheat sometimes follows rice; in this case manure is necessary. The following is said to be the amount of seed required per acre.

| | |
|---|---|
| Malegaon ... . .. ... ... | 76 lbs. |
| Nandgaon .. . .. .. . | 56 ,, |
| Baglan ... . ... . ... | 76 ,, in garden land.<br>58 ,, in dry-crop ,, |
| Kalwan ... ... ... ... ... | 80 ,, |
| Chandor, Dindori. . ... ... ... | 24 to 36 lbs. |
| Niphad and Yeola ... ... .. | |
| Nasik, Sinnar and Igatpuri ... ... | 80 lbs. in garden land.<br>64 ,, in dry-crop ,, |

*Khandesh.*—The sowing takes place in October or November, and is harvested about March; irrigated black soil is the best for it: from 45 to 75 lbs. of seed per acre are sown. Wheat sometimes follows (in alternate years) gram, tili, bajri or tur: at other times, gram is sown for the first year, bajri for the second, and then the land is used for 5 or 6 years for wheat.

Mr. Pollen, the Assistant Collector, thus writes respecting the Talukas of Sauda, Nasirabad, and Chopra:—

"Wheat is in this district a rabi crop. It is usually sown in the black plain of the Tapti. It is said that the radiation of heat from

the trap formation is so great that wheat will rarely grow within two miles of the foot of the hills. In any case the black alluvial clay of the Tapti valley is always preferred. The sub-soil of this clay is a yellowish earth, known as 'Man,' and there is an entire absence of murum or rock often to the depth of 80 or 90 feet. This land is never ploughed for wheat sowing. It is simply 'wakhard' or hoed three or four times and exposed to the action of sun, rain and wind.

"Wheat is sown about the end of September or beginning of October.

"In order to test whether the land is ready, the cultivator goes into the field and takes up a handful of earth. If the clay sticks together in a ball, the ground is considered ready, and sowing commences.

"A shower or two, when the crop is shooting, usually proves beneficial, but is by no means indispensable. The crop will flourish provided the dew falls copiously, and the weather remains cool and seasonable."

The crop sometimes suffers from frost, but not often in Khandesh, and from diseases known as "Suk," and "Asuk" a kind of frizzling up.

Reaping commences about the beginning of February.

The course of principal rabi crops usually stands thus :—1st year gram, 2nd year wheat, 3rd year linseed : but wheat is sometimes sown after a crop of white tili, and still oftener alternates with a kharif crop.

About 50 lbs. per acre are said to be required for sowing purposes.

5. As hardly any two of the Collectors have made their calculation on the same method, it is difficult to given the average wholesale price of wheat in a useful form : the following is approximate, calculating the Broach or Surat maund at 40 lbs. and the Bengal maund at 80 lbs. :—

[Average wholesale price.]

| | | Average per maund. | | | | | |
|---|---|---|---|---|---|---|---|
| | | Rs. | a. | p. | | Rs. | a. p. |
| Ahmedabad | Chasia from | 2 | 14 | 6 | to | 3 | 3 10 |
| | Wadina | 2 | 10 | 6 | | | |
| Kaira | | 2 | 10 | 6 | | | |
| Panch Mahals | | 2 | 14 | 1 | | | |
| Broach | | 2 | 10 | 11 | | | |
| Surat | | 2 | 6 | 0 | | | |
| Nasik | From | 1 | 9 | 4 | in Chandor. | | |
| | to | 4 | 4 | 0 | in Kalwan. | | |
| Khandesh | | 2 | 1 | 4 | | | |

[Average consumption per head and total annual consumption.]

| Collectorate. | Average Consumption in pounds. | Total Consumption in maunds (80 lbs.). |
|---|---|---|
| Ahmedabad | 120 | 1,244,454 |
| Kaira | 11 | 102,532 |
| Panch Mahals | 7½ | 19,100 |
| Broach | Not known. | Not known. |
| Surat | Do. | Do. |
| Nasik | 32 | 289,400 |
| Khandesh | 20 | 483,262 |

The information on the above points is meagre and untrustworthy: this is exemplified by the following remarks :—

*Ahmedabad.*—The Collector owns that his estimate is the result of guess work: he thinks that ¼ of the population (829,637) eat wheat, and he puts 6 maunds as the average annual consumption for each member of the wheat-eating population, and considers the supply in the whole of the Ahmedabad District is just about sufficient to meet the demand.

*Kaira.*—The Collector shows that about 102,532 maunds are consumed a year in the Kaira District, some is imported, little is exported, but there is no certain information on these points.

*Panch Mahals.*—Mr. Wilson writes.—"The average annual consumption of wheat per head of the population of the district amounts to 70 lbs. The bulk of the population use chiefly bajri and maize for their bread: only well-to-do Banias, Brahmins, &c., use wheat as a part of their daily food." This accounts for the small average consumption.

*Broach.*—Mr. Loch writes:—"This is not a point on which any information worth having can be given. The lower classes who form the bulk of the population do not eat wheat as a rule. It is only the upper classes with whom it is a staple article of food. The Jambusar Mamlatdar puts the average consumption at 80 lbs. a man; the Wagra Mamlatdar at 60 lbs. and the Ankleshwar and Amod Mamlatdars give the average of 19 lbs. per head. Similarly there are no data on which an opinion can be formed as to the total consumption in the district. The Mamlatdars give figures which are mere guesses and from which no useful information can be obtained."

*Nasik.*—The average consumption per head varies from 4 lbs. in Chandor to 118 in Nandgaon.

*Khandesh.*—The average varies from 8 lbs. in Jamner to 88 in Dhulia.

[Imports and Exports.]

Again the information on the heads noted in the margin is meagre and untrustworthy: the figures showing what amount of wheat has been carried by rail are not available not being shown separately from other grains in the Railway accounts. The Collector of Ahmedabad reports that a little has been exported to England, and that, during the past year, it has been imported to some extent from Jabalpur to meet the deficiency of food-grains, caused by the export of grain to the famine districts.

*Kaira.*—Wheat is only grown in three talukas in Kaira. The Collector calculates the imports to reach an annual average of 51,272 Bengal maunds. The data are imperfect and he has none regarding the exports.

*Panch Mahals.*—The average annual imports are 6,398 maunds, coming from Malwa, Central India and a very little from Gujarat. The exports amount to an annual average of 39,214 maunds. Wheat

is exported to British Gujarat, Baroda, and surrounding Native States, and to Malwa.

*Broach.*—A little is said to be imported at Ankleshwar from 200 to 500 Broach maunds, but none is imported north of the Nerbada. The exports are very considerable, principally by sea from Tankaria in Jambusar, Dehej in Wagra, and by sea and rail from the city of Broach. It is exported to Bombay and to other parts of Gujarat and Baroda. To quote Mr. Loch, "Taking the district according to its natural division, we may say that of the wheat grown between the Mahi and the Dhadar, $\frac{3}{5}$ goes by water from Tankaria and $\frac{1}{5}$ by road inland. Of the wheat grown between the Dhadar and the Nerbada, rather more than $\frac{1}{2}$ goes by water from Broach and Dehej, and the rest by rail to Bombay, Surat, &c. Of the wheat grown between the Nerbada and the Keem, $\frac{1}{5}$ goes inland by road, $\frac{1}{5}$ goes by sea, and $\frac{3}{5}$ by rail. The B. B. and C. I. Railway returns do not show the exports of wheat as distinct from other grains. The exports of wheat for five years from the port of Broach are as follows :—

| | Cwt. |
|---|---|
| 1872-73 ... .. ... ... ... | 1,268 |
| 1873-74 ... ... .. .. ... | 8,833 |
| 1874-75 .. . ... ... .. | 6,835 |
| 1875 76 ... ... ... .. ... | 10,755 |
| 1876-77 ... ... ... ... ... | 14,386" |

*Surat.*—No information available.

*Nasik.*—The imports (a great part of which is simply brought to the Railway for transmission to Bombay) are from the Nizam's territory, Malwa, Berar and Ahmednagar, and average 37,196. maunds. The average exports (almost entirely to Bombay) are estimated by the Collector to be by—

| | |
|---|---|
| Rail ... ... ... | ... 52,206 maunds. |
| Road ... .. ... | ... 40,788 do. |

*Khandesh.*—The imports average 98,463 maunds and are from the Central Provinces, Holkar's and the Nizam's territories and Cawnpur. The exports to Bombay, &c., average 115,400 maunds.

[Average cost of cartage to Railway Station. Cost of transit to port of shipment.]

The following table gives information on these points :—

| District. | Cartage per mile per maund to Railway Stations. | Cost of transit by rail to port of shipment per ton per mile. |
|---|---|---|
| Ahmedabad ... .. .. .. | About 1 pie ... | About 8 pies per mile. |
| Kaira ... ... .. . ... | Do. 1¼ pie ... | Do. |
| Broach .. ... . .. | Do. 1 pie .. | Do. |
| Surat ... .. ... . . | Do. 1¼ pie ... | Do. |
| Nasik .. ... . .. ... | 1 pie .. .. | About 10 pies. |
| Khandesh .. ... ... ... | About 1 pie ... | Do. |

For the Panch Mahals on account of extraneous causes, it would be misleading to give the cost of cartage alone per mile. The total cost of transit from Dohad and Jhalod to port of shipment (Bombay) amounts to Rs. 28 9 2 per ton, Rs. 14 6 0 for road, and Rs. 12 11 2

for rail transit, and Rs. 1-8-0 for Baria transit duty, while the rates from Godhra and Kalol, where this transit duty is not levied, are Rs. 15-3-2 and Rs. 13-6-0 respectively.

The following table is appended to show the cost of carriage of a ton of wheat from the principal wheat-growing places in the Northern Division :—

| District. | Town. | Cartage. | Rail. | Water. | Total. |
|---|---|---|---|---|---|
| | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ahmedabad ... | Dholka ... ... | 2 10 0 | 12 6 8 | ... | 15 0 8 |
| | Dhandhuka ... | 4 6 0 | 15 2 9 | ... | 19 8 9 |
| | Viramgaon ... | ... | 13 12 1 | ... | 13 12 1 |
| Kaira ... ... | Matar ... ... | 2 0 0 | 11 4 0 | ... | 13 4 0 |
| | Kapadwanj ... | 4 4 0 | 11 4 0 | ... | 15 8 0 |
| Panch Mahals. | Godhra ... ... | 2 8 0 | 12 11 2 | ... | 15 3 2 |
| | Dohad ... ... | 15 14 0 | 12 11 2 | ... | 28 9 2 |
| | Kalol to Broda.. | 3 4 0 | 10 2 0 | ... | 13 6 0 |
| Broach ... ... | Broach ... ... | ... | 8 8 0 | ... | 8 8 0 |
| | Wagra ... ... | 2 0 0 | 8 8 0 | ... | 10 8 0 |
| | Jambusar ... | 0 14 0 | ... | 5 4 0 | 6 2 0 |
| | Dehej ... ... | ... | ... | 3 8 0 | 3 8 0 |
| | Ankleshwar ... | ... | 8 6 0 | ... | 8 6 0 |
| Surat ... ... | Bardoli ... ... | 4 8 0 | 6 2 0 | ... | 10 10 0 |
| | Olpad ... ... | 3 0 0 | 6 2 0 | ... | 9 2 0 |
| Nasik ... ... | Lasalgaon ... | ... | 7 9 8 | ... | 7 9 8 |
| | Malegaon ... | 1 12 0 | 8 7 0 | .. | 10 3 0 |
| Khandesh ... | Dhulia ... ... | 4 14 8 | 10 6 8 | ... | 15 5 4 |
| | Jalgaon ... ... | .. | 14 1 10 | ... | 14 1 10 |

[Local names for the varieties of wheat cultivated and their description in English.]

| District. | Local Names. | Description in English. |
|---|---|---|
| Ahmedabad ... | Chasia. Kathe ... | A superior red grain, unirrigated. |
| | Chasia. Dandkhani. | A plump white grain, unirrigated. |
| | Wadina ... ... ... | A small inferior red grain, irrigated. |
| Kaira ..... | Dandkhani ... ... | Smooth grained, white. |
| | Dhola or Kathe ... | Hard grained, brownish. |
| | Bhalia or Wajia .. | A mixture of the above two. |
| Panch Mahals. | Dandkhani ... ... | White-brown, very clear and full. |
| | Kathe Malvi ... .. | Not so full as the above, with a mixture of inferior reddish wheat. |
| | Kathe Dahudi... ... | Thin, hard and not full, a mixture of white-brown and reddish grain. |
| | Wajia ... ... .. | The worst kind, dull brown, with very small but soft grain. |
| | Gomadin .. | Degenerated species of Dhondkhani of dull white-brown with thin and shrivelled grain. |

| District. | Local Names. | Description in English. |
|---|---|---|
| Broach | Hansia ... ... ... | The commonest sort. The grain is large, long and brown. |
| | Potia ... ... ... | Is smaller, white and rounded. |
| | Kathe ... ... ... | Is large, rounded and very brown. |
| | Jiva ... ... ... | Is the smallest of the grains and is not so brown as Katha. |
| Surst | Hansia ... ... ... | *Vide* description given for the Broach Hansia and Potia. |
| | Potia ... ... ... | |
| Nasik | Banshi ... ... ... | Soft, yellow, large-grained. |
| | Piwla or Banshi ... | Soft, reddish, grain middlingsized. |
| | Banshi or Dandkari... | Solf, yellow, grain middling-sized. |
| | Kathe ... ... ... | Hard, red, small-grained. |
| | Kathe Pothe ... ... | |
| | Kaode or Kaple ... ... | |
| | Pote ... ... ... | Soft, yellow, small-grained. |
| Khandesh | Piwla Banshi ... ... | Of yellowish colour, large, full, but grows only on the best soil. |
| | Piwla Potia ... ... | Yellow, short and thick. |
| | Lal Potia or Kathe ... | Inferior red wheat, hard in texture and pointed at both ends. |
| | Berad ... ... ... | Inferior reddish wheat, grain sometimes shrunken. |
| | Gore ... ... ... | Yellowish, rather full. |

From the above it will be seen that in the Gujarat districts two or three descriptions are generally sown, some of the varieties being white and others red. The names in Khandesh and Nasik vary from those given in Gujarat and apparently in the qualities also.

## GENERAL SUMMARY.

The following table shows the area under cultivation, the average outturn as estimated by Collectors, and exports and imports as estimated for each district in the Northern Divison :—

| District. | Average area under wheat in acres. | Average outturn in lbs. per acre. | Total outturn in maunds of 80 lbs. | Imports in maunds. | Exports in maunds. |
|---|---|---|---|---|---|
| Ahmedabad | 172,860 | 258 Chasia... 600 Wadina. | 1,250,000 | No information available. | No information available |
| Kaira | 9,980 | 438 | 54,640 | 51,272 | Ditto. |
| Panch Mahals | 10,436 | 250 | 44,427 | 6,398 | 39,214 |
| Broach | 69,912 | 350 | 276,683 | No returns available. | No returns available. |
| Surat | 24,334 | 400 in dry land 600 in irrigated land.. | 115,841 | Ditto. | Ditto. |
| Nasik | 170,046 | 361 in dry land 781 in irrigated land.. | 576,117 | 37,496 | 93,084 |
| Khandesh | 153,570 | 307 | 410,842 | 98,463 | 115,400 |

The inquiries that have been made with the object of obtaining the information asked for by the Government of India have proved very conclusively that the District Officers are quite unable to furnish most of the details required.

Certain figures are available showing the area under wheat, but even these are frequently not reliable. It may, however, be admitted that the figures given to show the area under wheat are fairly accurate, but on the other points, the details furnished are manifestly not to be relied on and are admitted to be so. This remark applies not only to the outturn per acre but also to the total outturn and to the amounts imported and exported.

It is no easy thing to estimate the outturn, especially in a country of small holdings in which the quality of soil varies greatly, and when the cultivators do not know, and when those, who perhaps could, do not wish to state what the actual outturn is.

The general tendency of cultivators is to under-estimate the amount of their crop and the average outturns stated by the Collectors are rather low. But on the other hand, crops vary so much, some are very light, hardly a span in height, while in some fields owing to bad seed received from the money-lender, a very partial crop has come up: in others again, especially where mahajans are numerous, the crops are so much damaged by herds of wild antelopes that a high average could not be expected. Still, admitting all this, it appears that the figures about outturn are too low.

As has already been stated the outturn varies so greatly that unless the qualities of soil are taken, and the amount of good, indifferent and bad soil sown with wheat is known, it is almost impossible to give any "average"—the average should first be for each distinctive class of soil according to area, and then a general average might be struck.

Still certain facts are shown—that upwards of 600,000 acres of land are annually sown with wheat; that in places there is a fairly good outturn; that some of the qualities are well suited for exportation.

Further, it cannot be doubted that the area under wheat could at once, if the growers were satisfied that the course would pay them well, be largely increased; that with more care the outtum might be much larger, and lastly that if the transit duties now levied by many States were abolished, or even reduced within reasonable limits, a large area now practically excluded from the market might be added to it. This last is a point of very considerable importance, as the tendency on the part of many petty Rulers is to increase transit duties which naturally has the effect of strangling trade. It has been asserted that the present export trade in wheat owes its origin to the repeal of the export duty on wheat of 3*d.* or 3½*d.* per bushel, and if this is the case, the relief to trade and the impetus that would be given to it by the repeal of these transit duties would surely be very great.

## CENTRAL DIVISION.

*Summary of reports regarding Wheat Cultivation in the districts comprised in the Central Division.*

[Names of Districts in which wheat is grown.] The following are the districts in which wheat is grown :—

Ahmednagar, Poona, and
Satara, Sholapur.

[The area (in acres) under wheat in each of the five years to the end of 1876-77] :—

| | Years. | Area in Acres. | | |
|---|---|---|---|---|
| Ahmednagar .. ... | 1872-73... ... | 11,471 | | |
| | 1873-74 .. ... | 17,182 | | |
| | 1874-75... ... | 13,407 | | |
| | 1875-76... ... | 13,907 | | |
| | 1876-77... ... | 4,545 | | |
| Satara ... ... ... | 1872-73... ... | 25,608 | 14 | gunthas. |
| | 1873-74... ... | 26,730 | 17 | do. |
| | 1874-75 .. ... | 24,791 | 17 | do. |
| | 1875-76... .. | 22,956 | 25 | do. |
| | 1876-77... ... | 15,710 | 19 | do. |
| Poona ... ... ... | 1872-73... ... | 69,263 | | |
| | 1873-74... ... | 57,611 | | |
| | 1874-75... ... | 66,249 | | |
| | 1875-76... ... | 61,479 | | |
| | 1876-77... ... | 31,961 | | |
| Sholapur .. ... ... | 1871-72... ... | Information incomplete. | | |
| | 1872-73... ... | 40,568 | | |
| | 1873-74 .. ... | 42,898 | | |
| | 1874-75 .. ... | 43,806 | | |
| | 1875-76.. ... | 38,573 | | |

[The average outturn in pounds per acre.]

| | Year | lbs. per Acre. |
|---|---|---|
| Ahmednagar ... ... | 1872-73... ... | 112 |
| | 1873-74 .. ... | 109 |
| | 1874-75... ... | 108 |
| | 1875-76... ... | 127 |
| | 1876-77 ... | 95 |
| Satara ... ... ... | ... ... | 328 |

*Poona.*—The average outturn in pounds per acre is variously estimated at from 100 to 300 lbs. The Collector considers it impossible to obtain correct information on this head without actual experiments. Judging, however, from the returns of crop experiments made during the last 3 or 4 years, 300 lbs. would appear to be approximately correct. In properly irrigated land, the outturn may be put down at from 900 to 1,200 lbs. per acre.

*Sholapur.*—The Collector reports that the average outturn is very variable.

[A brief account of the cultivation, showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.]

*Ahmednagar.*—There are three principal kinds of wheat, viz.,

"Bakshi," "Kati," and "Jod." "*Bakshi*" wheat requires to be sown in bagayat or irrigated land. About 4 payalis equal to about 48 lbs. of seed are sown in one acre of land.* Wheat follows the bajri crop. It is generally sown in the months of November and December. If rain falls when the plants arrive at maturity, a full crop is reaped. Foggy or misty weather produces blight. For "Kati" wheat, a black rich soil is generally preferred. About 3 payalis of seed equal to about 36 lbs. are sown in one acre of land in the months of October and November. "Jod" wheat requires bagayat or irrigated land; about 9 or 10 payalis of seed equal to about 120 lbs. are sown in one acre of land in the months of November and December.† Jod wheat does not suffer from any disease.

*Satara.*—Wheat is sown in three kinds of land—bagayat, jirayat, and tari—in this district. Quantity of seed sown per acre averages from 50 to 40 lbs. Khapli, a kind of wheat, is the only one which is made to follow some other crop. Khapli sowing commences in January and other kinds in October.

*Poona.*—Black or rich brown soil is required for the cultivation of wheat. Alluvial soil is the best and is called "*Gavhali.*" "*Bakshi gahu*" is grown on this. The finest crops of "Khapla" or "Jod gahu" are produced in irrigated fields.

In irrigated land wheat is shown in September and October, the quantity of seed per acre varying from 30 lbs. to double that quantity in the land near the ghats where the rainfall is heavy. "Khapla' wheat is sown as a second crop in irrigated land in January and February. In bagayat land after a crop of bajri, maka (Indian corn), tobacco, chillies or wheat itself, a good crop of wheat may be obtained in the same year. In dry-crop land if bajri, maka, tobacco or chillies are grown in one year, wheat grows well in the next year. The harvest time is February and March. The best soil is low-lying black or better brown clay soil where moisture is accumulated by the drainage of the surrounding higher ground.

*Sholapur.*—Best black soil is preferred for wheat cultivation No proper rules of rotation, as the quantity grown in this district is small. The seed required per acre is 16 lbs. Wheat is sown in October and reaped in February.

[The average wholesale price of wheat.]

| | Year. | Per palla or 360 lbs. Rs. a. p. |
|---|---|---|
| Ahmednagar | 1872-73 | 10 0 0 |
| | 1873-74 | 9 9 0 |
| | 1874-75 | 9 7 0 |
| | 1875-76 | 9 11 0 |
| | 1876-77 | 19 1 0 |
| Satara | 29½ lbs. per rupee. | |

* This fact alone proves the returns for Ahmednagar under this head to be incorrect, for no one would sow wheat if the return amounted to only from twice to treble the weight of seed planted.

† Here the Ahmednagar information is again very defective and unsatisfactory. No explanation is given why one acre of irrigated land requires twice as much seed as one acre of unirrigated land. On the contrary as so much of the irrigated land is taken up by the water courses and small pats or embankments, the seed required ought to be less for an irrigated acre than for one unirrigated acre.

*Poona.*—The average wholesale price of wheat during ordinary years is put down at Rs. 3 per maund or about Rs. 8 per palla.

*Sholapur.*—45 lbs. per rupee.

[Average consumption per head of the population of the district.]

| | Year. | Average consumption per head of population in pounds. |
|---|---|---|
| Ahmednagar ... | 1872-73 ... ... ... | 14 |
| | 1873-74 ... ... ... | 17 |
| | 1874-75 ... ... ... | 15 |
| | 1875-76 ... ... ... | 16 |
| | 1876-77 ... ... ... | 5 |
| Satara ... ... | ... ... ... ... ... | 14¾ lbs. |

*Poona.*—The average consumption per head of the population of the district varies from 7 lbs. a year in Khed to 42 lbs. in Purandhar. None but the wealthiest classes eat it daily.

*Sholapur.*—Information not furnished.

[Total consumption within the district.]

| | Year. | Total consumption in maunds. One maund being equivalent to 82 lbs. |
|---|---|---|
| Ahmednagar ... | 1872-73 .. ... | 7,694 maunds. |
| | 1873-74 ... ... | 11,746 do. |
| | 1874-75 ... ... | 8,741 do. |
| | 1875-76 ... ... | 10,200 do. |
| | 1876-77 ... ... | 2,797 do. |
| Satara ... ... | ... ... ... ... | 4,074,826$\frac{7}{10}$ lbs. |
| Poona ... ... | ... ... ... ... | 39,619,000 ,, |

*Sholapur.*—Information not furnished.

[Annual imports into the district for five years and places whence imported.]

*Ahmednagar.*—As a rule wheat is not imported in this district. Some is imported from His Highness the Nizam's territory, but there are no means of ascertaining the extent of such imports.

| | | From Bombay *via* Chiplun by sea. From Bombay *via* Poona by rail. |
|---|---|---|
| Satara ... ... | 1872-73 ... ... ... | 4,860,637 lbs. |
| | 1873-74 ... ... ... | 4,799,481 ,, |
| | 1874-75 ... ... ... | 5,077,090 ,, |
| | 1875-76 ... ... ... | 5,172,325 ,, |
| | 1876-77 .. ... ... | 4,029,848 ,, |

*Poona.*—The information as regards the annual imports and exports cannot be supplied, as no returns are available. But it appears that in ordinary years the imports are inconsiderable. Owing to the failure of local crops in 1877, large quantities were imported into Poona from the north-west of India. Wheat is sometimes imported to a small extent from Ahmednagar and the Nizam's territory. Exports are mostly made to Sholapur by rail and Thana by bullock carts.

*Sholapur.*—Information not furnished.

[Annual exports for the same period, places whither exported and proportion carried by road, rail or river.]

| | | Exports in maunds. |
|---|---|---|
| Ahmednagar ... | 1872-73 ... ... ... | 49,172 |
| | 1873-74 ... ... ... | 85,641 |
| | 1874-75 ... ... ... | 61,127 |
| | 1875-76 ... ... ... | 78,527 |
| | 1876-77 ... ... ... | 9,882 |

Wheat is generally exported to Poona, Bombay, Nasik and Karmala in Sholapur. Cart roads are used for conveyance up to Dhond on the south-eastern Railway line, and Lasalgaon on the north-eastern Railway line.

| | | To Chiplun and Mahad in Ratnagiri and Kolhapur. |
|---|---|---|
| Satara ... ... | 1872-73 ... ... ... | 41,786 lbs. |
| | 1873-74 ... ... ... | 39,609 ,, |
| | 1874-75 ... .. .. | 90,601 ,, |
| | 1875-76 ... ... ... | 72,044 ,, |
| | 1876-77 ... ... ... | 55,453 ,, |

*Sholapur.*—Information not furnished.

[Estimated average cost of cartage to the Railway Station nearest the district.]

*Ahmednagar.*—From Ahmednagar to Dhond Railway Station, Rs. 5 per cart; from Kopárgaon to Lasalgaon, Rs. 3 per cart.

*Satara.*—From Karad and Walwa to Poona Railway Station, cartage Rs. 15 and 16 respectively. Tasgaon to Kurduchi Wadi (Barsi Road) Railway Station, cartage Rs. 17-8-0.

Dahiwadi to Diksal Railway Station, Rs. 6.

*Poona.*—The cost of cartage is from 2 to 4 annas per kos of two miles according to the nature of the season.

*Sholapur.*—The G. I. P. Railway passes through the district. The distance to Bombay ranges from 200 to 300 miles.

[Cost of transit to port of *shipment*, Calcutta, Bombay, or Kurrachee, by rail, by road and by river.]

*Ahmednagar.*—No trustworthy information obtainable, but a cart load of wheat containing about 1,440 lbs. cost from 5 to 7 rupees as Railway charges from Dhond and Lasalgaon Stations to Bombay.

*Satara.*—To Bombay *via* Chiplun by road and sea, cartage from Karad Rs. 12-8-0.

To Bombay *via* Chiplun and Mahad by road and sea, cartage from Man Taluka Rs. 16 and 12 respectively.

*Poona.*—From the Railway Stations in Bhimthadi to Bombay, the rates are from 4 annas 4 pies to 5 annas 2 pies per 80 lbs. From Haveli the rates would be a pie or two less, from Purandhar the wheat would be mostly sent to Poona by bullock carts and thence by rail. The cost of transit from Khed to Poona is about Rs. 4 and to Talegaon, nearest Railway Station, Rs. 3 per ton. From Junnar to Talegaon the cost is about Rs. 6 per ton.

[Local names for varieties of wheat cultivated, and their description in English.]

*Ahmednagar.*—Bakshi wheat is of a yellowish colour, and of a

large size; kate wheat is of a brownish colour, jod wheat is still more brownish and very fine in size.

*Satara.*—Khaple, bakshi, kate, shete and banshi.

*Poona.*—Bakshi is the best kind of wheat. The other kinds are—khali kusal, kate, khaple or jod, dantkhari, and pote gahu.

*Sholapur.*—Shete gahu (a dry crop) and khaple or jod gahu (an irrigated crop) are the local names of the wheat cultivated in this district.

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## SOUTHERN DIVISION.

*Summary of reports regarding Wheat Cultivation in the districts comprised in the Southern Division.*

[Names of the districts in which wheat is grown.]

Wheat is grown in the black soil talukas of Navalgund, Ron, Gadag, Hubli, and portions of Dharwar and Bankapur in the Dharwar District; in the Talukas of Sampgaon, Parasgad, Athni, Chikodi, Belgaum, and Gokak in the Belgaum District; and more or less throughout the Kaladgi District, especially in the Mudebihal, Sindgi, Bagewari, and Bijapur Talukas on lands bordering on the banks of the Don Nalla, a sluggish stream, the water of which is of a brackish or saline quality. The wheat grown in this region has a high local reputation.

[The area in acres under wheat cultivation in each of the last 5 years to the end of 1876-77.]

2. The following table shows the area under wheat cultivation in the several talukas named above during each of the years from 1872-73 to 1876-77.

| District. | Talukas. | 1872-73. | 1873-74. | 1874-75. | 1875-76. | 1876-77. |
|---|---|---|---|---|---|---|
| Dharwar. | Navalgund ... ... | 132,685 | 158,670 | 112,164 | 130,251 | 8,451* |
| | Ron ... ... .. | | | | | |
| | Gadag ... ... ... | | | | | |
| | Hubli ... ... .. | | | | | |
| | Dharwar ... .. | | | | | |
| | Bankapur ... ... | | | | | |
| Kaladgi. | Indi ... ... ... | 8,895 | 8,729 | 8,298 | 9,532 | 763 |
| | Mudebihal ... ... | 8,905 | 10,980 | 10,507 | 11,066 | 125 |
| | Sindgi ... ... .. | 12,045 | 14,350 | 13,506 | 13,198 | 301 |
| | Bagewari ... .. | 26,000 | 30,754 | 25,669 | 34,806 | 84 |
| | Bijapur ... ... | 19,412 | 19,220 | 18,342 | 21,296 | 205 |
| | Bagalkot ... .. | 4,019 | 4,882 | 4,309 | 6,162 | 93 |
| | Badami ... ... | 2,801 | 3,982 | 2,319 | 3,393 | 3 |
| | Hungund ... .. | 10,179 | 11,254 | 9,472 | 9,926 | 656 |
| Belgaum. | Belgaum ... .. | 547 | 509 | 505 | 492 | 357 |
| | Sampgaon ... .. | 6,392 | 5,433 | 6,365 | 7,446 | 3,866 |
| | Parasgad ... ... | 22,004 | 23,786 | 16,220 | 24,438 | 475 |
| | Athni ... ... .. | 11,521 | 10,332 | 8,974 | 9,314 | 267 |
| | Gokak ... ... .. | 5,652 | 5,785 | 3,572 | 5,123 | 79 |
| | Chikodi ... ... | 1,759 | 1,647 | 1,535 | 1,009 | 406 |

* Dharwar, Hubli, and Gadag only.

In consequence of the famine there was little or no cultivation in 1876-77.

[The average outturn in pounds per acre.]

The average outturn in pounds per acre is variously stated. In Dharwar it is said to vary from 298 to 65 lbs. 200 lbs. may be taken as the average.

In Bagewari, Bijapur and Mudebihal it is said to be 384, 336, and 405 lbs. respectively. These are the principal wheat-growing talukas in the Kaladgi District, and produce the superior Don Valley wheat.

The subjoined statement shows the average outturn in pounds per acre in the Belgaum District.

| Talukas. | 1872-73. | 1873-74. | 1874-75. | 1875-76. | 1876-77. | Average for 5 years. |
|---|---|---|---|---|---|---|
| | lbs. | lbs. | lbs. | lbs. | lbs. | lbs. |
| Belgaum ... ... | ... | ... | ... | ... | ... | 256 |
| Sampgaon ... ... | 92¾ | 93½ | 88¾ | 96 | 199 | 108 |
| Parasgad ... ... | 182 | 164 | 234 | 96 | ... | 165 |
| Athni ... ... ... | 110 | 102 | 82 | 87 | 167 | 110 |
| Gokak... ... ... | 76 | 82 | 300 | 240 | ... | 152 |
| Chikodi ... ... | 150 | 131 | 123 | 130 | ... | 135 |

[Account of cultivation.]

Wheat is generally sown in good, soft, black soil. The land is carefully prepared before the seed is put in. The sowing commences soon after the heavy burst of the north-east monsoon which is generally in October.

[Quantity of seed sown per acre.]

The quantity of seed sown per acre varies in different places. It ranges from 24 to 40 lbs. in Dharwar, 26 to 30 lbs. in Kaladgi, and 12 to 32 lbs. in Belgaum.

[The crop which wheat follows.]

The crop which wheat follows best is said to be cotton, the latter being preceded by jowari. In some places it alternates with sugarcane, gram, &c. Occasionally kusumba or safflower is raised between the rows of wheat at a distance of 2 to 6 feet apart. It ripens one month later and does not interfere with the growth of wheat.

[Other particulars.]

The wheat crop takes from 3 to 3½ months to ripen. When it is about 18 inches high, one good shower is considered necessary. Southerly winds are said to be injurious. Winds from the north and east are preferred. Excessively cold breezes cause a disease called "Ittangi," which makes the wheat plants turn of a reddish colour and bear poor or no ears.

[The average wholesale price of wheat.]

Is about 31 lbs. per rupee in Dharwar, 26 in Belgaum, and 56 in Kaladgi.

It is difficult to give any correct information under these heads, as wheat is not the staple food of the people in the Southern Maratha Country. It is only the rich and well-to-do classes who can afford to use it for ordinary consumption.

[Average consumption per head of the population of the district.]

The poorer classes only eat wheat on holidays. The average consumption per head must therefore be very small. It is not possible in the absence of data to guess the quantity consumed within the district.

[Total consumption within the district.]

In the southern districts of Dharwar a small quantity of wheat is imported from the port of Kumpta. In ordinary years, wheat is not imported into the Kaladgi District, while in Belgaum it is brought from the Dharwar and Kaladgi Districts. The annual imports cannot be given for want of the necessary data.

[Annual imports into the districts for 5 years, and places whence imported.]

Wheat is exported from the Kaladgi district in considerable quantities, but what those quantities may be, or may average, there are no data to show, nor are they obtainable. It could possibly be ascertained what amount left each village, but it does not follow that it all goes out of the district. Some of it is at once expended, but much more goes to the various and numerous bazar towns, where it is bought up for immediate consumption and for export by different routes to the stations of Sholapur, Koparagaon and other places on the G. I. P. Railway. Some wheat leaves the Kaladgi district for Athni in the Belgaum district and Jamkhandi in the Southern Maratha Country. More again goes to Vingorla and Karwar and thence is shipped to Bombay.

[Annual exports from the districts for 5 years, places whither exported, and proportion carried by road, rail or river.]

The Collector of Belgaum states that it is impossible to give the exports with any accuracy. But taking the figures given by the Mamlatdars as approximately correct, it would appear that 73,650 maunds from Belgaum and 10,450 from Bidi Talukas are annually exported to Goa, Vingorla, and other ports on the coast, and thence to Bombay. A small quantity also goes to Kolhapur.

The exports from Sampgaon and Parasgad are estimated at 24,420 and 14,384 maunds.

The average exports from Athni during the past five years are computed at 45,000 maunds, while there are none from Gokak and those from Chikodi are very trifling.

The wheat from Athni finds its way to Belgaum, Kolhapur, Vingorla Chiplun and Rajapur.

[Estimated average cost of cartage to the Railway Station nearest the district.

Bellary Railway Station is nearest to the Dharwar District. The cost of carriage to it is ordinarily about Rs. 12 per ½ ton.

The ordinary rate for a cart containing 7 bags (about 1,232 lbs.) to the Sholapur Railway Station from Bijapur, Bagewari and Mudebihal in the Kaladgi District, is Rs. 6, 8, and 16.

No wheat is carried to any Railway Station from any part of the Belgaum District. The nearest Railway Stations are Poona and Barsi, distant 210 and 140 miles from Belgaum. The cart hire to these stations varies from Rs. 10 to 20. About 1,000 lbs. form a cart load.

[Cost of transit to port of shipment by rail, by road, and by river.] The hire of a cart to the ports on the sea is as follows :—

From Dharwar to Kumpta or Karwar, Rs. 12.
From Belgaum to Vingorla, Rs. 8 to 10.

The cultivators of Kaladgi do not send grain on their own account to Bombay or even to Vingorla. They either take it for sale to the towns where there are Railway Stations, or they dispose of it to traders at Belgaum, the cart hire to which from the central town of Bagalkot would be about Rs. 12 in ordinary times.

[Local names for the varieties of wheat cultivated and their description in English.] There are three varieties known as :—

1. Tambda Gahu.
2. Khapli Gahu.
3. Holi Gahu.

The first variety is the best kind of wheat cultivated and bears in its general appearance a close resemblance to ordinary English wheat.

The second variety is a bearded wheat, and when in the ear resembles English barley in general appearance, but the grain is of more oblong shape. It is grown as an irrigation crop in garden lands.

The third variety is of an inferior kind and is grown in rice lands after the crop has been harvested.

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## SIND.

*Summary of reports regarding Wheat Cultivation in Sind.*

*Kurrachee.*—The wheat cultivation of this district may be said to be confined to the country north of Kotri. Some is grown in the northern part of the Tata Taluka. The area under this crop in the rest of the district is very trifling, the spring fogs of the Delta being very detrimental to it.

[The names of districts in which wheat is grown.]

[The area (in acres) under wheat in each of the five years to the end of 1876-77.] 2. The area under wheat during each of the five years to the end of 1876-77 is as follows :—

| | |
|---|---|
| 1872-73... ... ... ... ... ... | 29,344 |
| 1873-74... ... ... ... ... ... | 27,212 |
| 1874-75... ... ... ... ... ... | 58,779 |
| 1875-76... ... ... ... ... ... | 28,624 |
| 1876-77... ... ... ... ... .. | 50,837 |
| Total.. | 194,796 |
| Average.. | 38,959 |

[The average outturn in pounds per acre.]

The average outturn per acre is said to be about 600 lbs.

A brief account of the cultivation, showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.

Wheat is a spring crop. The sowing commences about the 1st of November and ends by the 1st of January, and the crop is reaped in March and April. It is grown on land that has been under water during the inundation season, the soil a rich clay consisting of the silt deposited year after year by the flood water, also on lands watered by floods from the western hills which also carry with them great quantities of silt, and to a small extent on lands watered by wheels erected on such canals, nalas, or ponds, as may obtain water during the cold season. There is no well cultivation. The value of the crop is much enhanced if a water channel or pond be near on which a wheel may be erected or the level of which may be artificially raised so as to give one or two waterings to the growing crop, but much first-class wheat is grown on land which receives no water after the inundation subsides.

No case can be cited of an inferior grain being sown with wheat as a resource to fall back on, should the latter fail or not fetch a remunerative price. It is not known when wheat has not fetched a remunerative price. As a rule, the cultivator spares neither trouble nor expense with this crop. The ground is carefully broken up, the seed drilled, the ground, on the whole, kept as clean as the rough implements in use will allow.

It is true manure is not used, and wheat is grown year after year on the same land, but the annual deposit of silt in a great measure neutralizes the mischief of this. It is also true that much wheat is sown broad-cast and some even without ploughing the land at all, but this is done from necessity. If owing to late subsidence of the inundation, the wheat lands are late in drying, there is no time to prepare them properly, the most is made of them that circumstances will allow.

But unfortunately the chances are 10 to 1 that the cultivator is deep in debt; his crop when saved goes direct to the bania, he saves none of it for seed, and when he requires the latter, he has to borrow it again from the bania and take such quality as the latter chooses to give him. Hence the seed is often considerably mixed with jamba or some other oil seed, but as this comes to maturity before the wheat, the cultivator pulls it up and little or none of it will be found in the wheat in the grain-yard. Certainly the cultivator's wheat might be cleaner, but it is after it leaves his hands, that the real adulteration begins. It cannot be stated whether this is done at the river ports, but it is well known that the practice is regularly carried on in Kurrachee. The importers are natives, the exporters mostly Europeans. Little, if any, grain comes to the latter direct from the Railway Station. It is taken into the native town, there mixed chiefly with barley, and then taken back to the exporters' yards where the barley is cleaned out again as far as is possible.

It cannot be much for the interest of the cultivator to keep his

grain clean so long as a system like the above lasts, and there seems no way of putting an end to it but by bringing the growers and exporters into direct contact by means of the Railway and by the gradual enlightenment of the native merchants. Until that is done, District Officers are powerless to effect improvement. The quantity of seed used per acre is said to be 116 to 170 lbs.

[The average wholesale price of wheat.]

The wholesale price of wheat during the five years from 1872-73 to 1876-77 has varied from Rs. 1-8-0 to Rs. 2-8-0 per maund. Rs. 2 are given as the present price.

[The average consumption per head of the population of the district.
Total consumption within the district.]

Local produce = 38,959 × 600 and this + imports and ex — ports gives the local consumption. Such export as there may be through the western hills is too trifling to materially affect the calculation.

[Annual imports into the district for five years, and places whence imported.
Annual exports for the same period, places whither exported, and proportion carried by road, rail or river.]

There are no means of obtaining the information required.

[Estimated average cost of cartage to the Railway station nearest the district.]

There is no cartage. Grain is carried by camel or donkey to the nearest river port, and thence by river and rail to Kurrachee or wholly by River Keti. Bania traders pay about ½ an anna per mile per camel, and a camel carries 4 to 5 maunds. Taking it at 4½ maunds and the average distance at 10 miles, the cost of carriage comes to anna 1, pies 1⅓ per maund.

[Cost of transit to port of shipment (Calcutta, Bombay or Kurrachee) by rail, by road and by river.]

River transit to Kotri, 4 annas per maund ; rail to Kurrachee 3 annas 2 pies per maund.

[Local names of the varieties of wheat cultivated, and their description in English.]

The following are the names of the various kinds of wheat grown in the Sehwan Taluka of the Kurrachee Collectorate :—

Punbun Bhallo.
Punbun Gharo.
Punbun Hulko.
Thori Bhulli.
Thori Vichon Vuh.
Thori Hulki.
Popri Bhulli.
Popri Hulki.
Kunuck Achi.
Kunuck Goji.
Kunuck Gharhi.
Kunuck.
Kuhno Bhullo.
Kuhno Hulko.
Ganjo.

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## HYDERABAD COLLECTORATE.

The Deputy Collector of Naushahro in Hyderabad says :—" In the Kandiaro and Naushahro Talukas there is a great deal of wheat cultivated by wells. Well cultivation is fast increasing ; it is said that

472 wells have been constructed within the last 10 years in the above talukas, and it is in these localities that the first improvement in the cultivation of wheat may be expected, for it would be difficult to induce the people to refrain from sowing the double crop which they at present get from the river lands until the advantages arising from clean sowing and from preserving the crop from admixture with other grain is made manifest to them.

" From six to eight acres of wheat can be irrigated from one well; the amount of seed required for this area would be from 12 to 16 maunds; under favourable circumstances, the outturn should be about 90 maunds."

The following statement furnished by the Collector, contains information on the several points :—

| The Names of the Talukas in which wheat is grown. | The Area (in Acres) under Wheat in each of the last five years to the end of 1876-77. | | | | | The Average Outturn in Pounds per Acre | A Brief Account of the Cultivation showing the kind of Land preferred, the Quantity of Seed sown per Acre, the Crop which Wheat follows, the Season of Cultivation and other useful Particulars. | The Average Wholesale Price of Wheat. | Average Consumption per Head of the Population of the District. | Total Consumption within the District. | Annual Imports into the District for five years and Places whence imported. | Annual Exports for the same period, places whither exported, and proportion carried by Road, Rail or River. | Estimated Average Cost of Cartage to the Railway Station nearest the District. | Cost of Transit to Port of Shipment (Calcutta, Bombay or Kurrachee) by Rail, by Road and by River. | Local Names for the varieties of Wheat cultivated and their description in English. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | | | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 1872-73. | 1873-74. | 1874-75. | 1875-76. | 1876-77. | | | | | | | | | | |
| *Tando Division.* | A. G. | A. G. | A. G. | A. G. | A. G. | | | | | | | | | | |
| Talukas Guni, Badin, Bago Tando and Dero Mohbat.. | 1,044 37 | 779 32 | 5,721 39 | 2,872 38 | 1,788 0 | Guni, 779 lbs. Other Talukas, 640 lbs. | The kind of soil preferred for wheat cultivation is light and silty where grass and weeds do not flourish. The quantity of seed varies from 80 to 130 lbs. The seed is sown sometimes but very rarely as early as October, but generally in November and sowing continues as late as January. The harvest begins in January and continues to end of March, reapings in April being rare. The method of cultivation is as follows :— | Rs. 2-8-0 a maund of 40 seers of 80 tolas. | About ½ lb. per diem as more than ⅔ of the people never eat wheaten bread at all. | 1,519,845 lbs. 18,093 maunds. | Annual imports—3,590 maunds for five years, as follows :— *Guni. Badin. Tando Bago. Dero Mohbat.* 2,000 600 150 840 From Hyderabad in boats. From Hyderabad or Thar and Parkar. | From Guni Taluka only, average about 3,000 mds. or 15,000 for 5 years to Hyderabad, ⅔ by boat and about ⅓ by camel. | ..... | ..... | *Guni Taluka* ..... { Goje—Thin, dark colored. Khodno—Small, thin, reddish. *Badin Taluka*..... { Kathori—Very small, hard. dark colored, grown where water supply abundant. *Tando Bago Taluka* . { Khodno—Same as Pamban Khodno. *Dero Mohbat Taluka.* { Garhi—Lowest sort, dark colored and small. |
| *Hala Division.* | | | | | | | | | | | | | | | |
| Hala Taluka only ..... | 1,010 0 | 2,043 0 | 2,717 0 | 716 0 | 800 0 | 1,280 lbs. | The land is first irrigated and then ploughed twice, sometimes oftener. It is then rolled over and levelled by means of a large wooden beam drawn over the land by oxen. Again it is ploughed, this time the plough has attached to it a hollow wooden tube down which the seed is poured, as the plough is driven the seed falling behind the plough in the furrow it has just made. The roller is then again applied and within a week the seed germinates, and nothing further is done to it until the time for watching the crops brings the whole family of the cultivator into the field to scare the birds from injuring it. Reaping is performed with a sickle and the grain generally separated by driving oxen over it. The grain is then heaped in a yard until the day of division comes, the Batai, when the different claimants, owner, Hari, Pir, village, tradesmen, &c., all receive their allotted shares. | Rs. 2-10-0 per maund. | 30 lbs. | 81,000 maunds. | About 405,709 maunds, for five years, average 81,140. From Shikarpur District, Naushahro Division and Hyderabad Taluka. Sehwan Ferozpur and Thar and Parkar, by boats and camels. | No export. | ..... | ..... | Garhi Khodno—Lightest, brown, soft, full in body. |
| *Hyderabad Division.* | | | | | | | | | | | | | | | |
| Hyderabad Taluka ..... | 820 0 | 2,025 15 | 6,448 0 | 2,109 23 | 4,116 21 | 598 lbs. | | Rs. 3 per maund. | 180 lbs. including city, where much is consumed. | 136,875 maunds. | About 1,000,000. Average 200,000. Only an estimate, there being no correct statistics. | 250,000 maunds to Kurrachee by rail and 50,000 to Lower Sind (Tando and Shahbandar Divisions) by river. | In boats by river to Railway Station at Kotri, estimated average cost from Hyderabad to Railway Station Kotri, 1 anna per maund. | By rail from Kotri to Kurrachee, 6 annas per maund. | Goje—Thin, dark colored grain. Garhi—Thin, dark colored grain. Khodno—Small, reddish, inferior grain. Karar—Similar to Khodno but mixed with barley. |
| *Naushahro Division.* | | | | | | | | | | | | | | | |
| Talukas Naushahro, Kandiaro, Moro and Sakrand... | 19,297 5 | 22,827 16 | 25,960 22 | 24,808 22 | 27,713 8 | From 656 to 820. Average 749 lbs. | In kachas (land thrown up by the river) the seed is generally sown broadcast without the land being at first ploughed. | Rs. 2-8-0 per maund. | 55 lbs. | 283,000 maunds. | No import. | | | | ...ro Taluka..... { Kano—Bearded wheat. Thori—Awnless wheat. ...ra Taluka .... { Goje—Thin, dark colored grain Kano—Bearded wheat. Karar—Wheat & barley mixed. Thori—Awnless wheat. Geriri—Unknown. ...aluka ..... { Makain—Very small round wheat. Kano—Bearded wheat. Thori—Awnless wheat. Pambar—Half barley. Karar—Wheat & barley mixed. ...i Taluka ..... { Thori—Awnless wheat. Pambar—Half barley. Karar—Half barley. |

## SHIKARPUR COLLECTORATE.

[The names of the districts in which wheat is grown.]

Wheat is grown in the following talukas of the Shikarpur Districts.

Rohri, Sayadpur, Ghotki, Mirpur, Ubanro, Sakkar, Shikarpur, Naushahro, Larkana, Labdarya, Kambar, Tigar, Kakar, Nasirabad, and Mehar.

[The area (in acres) under wheat in each of the last five years to the end of 1876-77.]

The area in acres under wheat in each of the last five years to the end of 1876-77 is as follows :—

| 1872-73. | | 1873-74. | | 1874-75. | | 1875-76. | | 1876-77. | |
|---|---|---|---|---|---|---|---|---|---|
| A. | G. | A. | G. | A. | G. | A. | G. | A. | G. |
| 172,093 | 5 | 150,700 | 7 | 215,457 | 32 | 185,942 | 5 | 224,475 | 9 |

[The average outturn in pounds per acre.]

The average outturn per acre is 720 lbs.

[A brief account of the cultivation showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.]

Wheat is grown on alluvial soil, the deeper the better, also on the rich red soil brought down from the hills bounding this Collectorate on the west. The best wheat is grown on land which has been submerged during the inundation season by the overflow from the river ; when aided by two or three waterings from the river itself or even from wells, the outturn is frequently double.

When unaided by the additional supply of water, the outturn, unless seasonable rain should fall, is but scanty and the quality of the grain is poor.

From 120 to 150 lbs. of seed per acre is sown with a rude drill ; this crop is sown year after year on the same land where it is covered with the fertilising overflow from the Indus, otherwise pulse, oil-seeds or vegetables are sown as rotation crops, the latter only on well lands.

The season for sowing wheat is from the middle of November to the 8th or 10th January ; the crop is ready for reaping from the beginning of May to 8th or 10th June.

[The average wholesale price of wheat.]

The average wholesale price of wheat at Sakkar is about Rs. 2 per maund of 84 lbs.

[Average consumption per head of the population of the district.]

The whole population of the Collectorate, 807,743, may be divided as follows :—

| | | | |
|---|---|---|---|
| Those who live upon | | wheat ..... | 191,000 |
| Do. | do. | rice. ..... | 323,000 |
| Do. | do. | jowari and bajri ..... | 293,743 |
| | | Total..... | 807,743 |

It may be calculated that the consumption of wheat per head per annum is somewhere about 4½ maunds or 360 lbs. Thus the annual consumption of wheat in this Collectorate would be 859,500 maunds

It is shown above under head 2 and 3 that the average acreage under wheat for the past five years is 189,733 acres 27 gunthas, and the average outturn per acre, 9 maunds (720 lbs.) or for the whole area 1,707,602 maunds ; by deducting the amount required for home consumption, a balance of 848,102 maunds is left for exportation.

[Total consumption within the district.]

The area of wheat cultivation fluctuates considerably, being in a great degree dependent upon the extent of the inundation. For instance, the acreage of wheat cultivation this year (1877-78), owing to the scanty nature of the inundation, will hardly amount to 10,000 acres.

[Annual imports into the district for five years, &c.] No information furnished.

A large quantity of wheat passes through Sakkar from the Panjab by river for export from Kurrachee. In some years we also get wheat from Kelat which after reaching Sakkar, takes to the river route.

[Annual exports for the same period, places whither exported, and proportion carried by road, rail or river.]

No record has been kept of the quantity which thus passes through the country.

There is no Railway traffic in this Collectorate as yet. The average cost of carriage from Sakkar to Kotri may be estimated at from 3 to 10 annas a maund.

[Estimated average cost of cartage to the Railway Station nearest the district.]

[Local names of the varieties of wheat cultivated, and their description in English.] Subjoined are the names and description of the different varieties of wheat grown in this Collectorate.

| | |
|---|---|
| Gaj. | Large grained and hard, one kind greyish white, the other reddish in colour. |
| Thori. | Light yellow colour, middle sized plumgreen, not so hard as Gaj, excellent flavor. |
| Khudoni. | Same colour as Thori, small sized grain. |
| Goji. | Red in colour, very small, and plenty grain. |

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## FRONTIER DISTRICT, UPPER SIND.

[The names of the districts in which wheat is grown ] The Frontier District of Upper Sind is on the right bank of the Indus, and lies between longitude 68° 1′ E. and 69° 38′ E., latitude 28°, 3′ N. and 28° 26′ N. or very

nearly so—these figures representing Khaira, Garhi and Kashmor, respectively. It is the most northerly district in Sind, touching the Derajat of the Punjab at its north-eastern corner and along its whole length of border from east to west, adjoining the territories of His Highness the Khan of Kelat. The district is divided into three talukas, Kashmor, Thull and Jacobabad. The two first have the River Indus running along their eastern and south-eastern sides, but Jacobabad is altogether an inland taluka. The total area of the district in acres and square miles and of each taluka is given in the subjoined table.

| No. | Name of Taluka. | Area in Acres. | Area in Square Miles. |
|---|---|---|---|
| 1 | Jacobabad | 391,680 | 474 |
| 2 | Thull | 623,076 | 968 |
| 3 | Kashmor | 330,400 | 471 |
| | Total | 1,345,156 | 1,913 |

The two first named talukas are the wheat-growing parts of the Frontier District. In Jacobabad wheat is grown after the floods have subsided, because no other but wheat and sarum (rape seed) crops can be grown under the circumstances. In talukas Kashmor and Thull the whole of the country lying between the Sind hollow and the River Indus has been from the earliest times a wheat-growing country. But after heavy floods which have of late years swept over the whole district, wheat cultivation has been carried on extensively almost everywhere; nearly 200 square miles of Talukas Kashmor and Thull might be given solely to wheat cultivation, if we had the population to spare. But now that there is a likelihood of the great Kashmor and Begari Bund standing and keeping out the floods, it is quite possible that there will be a great reduction in wheat cultivation in those two talukas.

[The area (in acres) under wheat in each of the last five years to the end of 1876-77.]

The area under wheat cultivation during the last five years ending with 1876-77 is given in the following table:—

| No. | Name of Talukas. | Area under Wheat in Acres. | | | | | | | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1872-73. | | 1873-74. | | 1874-75. | | 1875-76. | | 1876-77. | Total. | |
| | | A. | G. | A. | G. | A. | G. | A. | G. | A. G. | A. G. | |
| 1 | Jacobabad | 2,570 | 0 | 13,142 | 12 | 13,915 | 4 | 9,338 | 28 | 11,220 0 | 50,186 4 | |
| 2 | Thull | 19,565 | 33 | 20,065 | 0 | 47,767 | 37 | 27,652 | 3 | 41,915 1 | 156,965 33 | |
| 3 | Kashmor | 13,000 | 0 | 10,523 | 22 | 23,065 | 38 | 21,572 | 32 | 23,384 32 | 91,497 5 | |
| | Total | 35,135 | 33 | 43,730 | 34 | 84,748 | 39 | 58,563 | 23 | 76,469 33 | 298,649 2 | |

The average outturn per acre is 392·5 lbs., viz., Jacobabad 154 lbs., Thull 686 lbs. and Kashmor 338 lbs. per acre. The contrast between each taluka is very great, and it cannot but be considered as unusual. This year for some reason the wheat crops in the Thull Taluka were splendid, some of the finest ever seen, whereas those in taluka Jacobabad were thin and poor, full of tares, and a great deal was blighted by the red blight commonly called "Ratti" from "Rat" blood in Sindhi. In taluka Kashmor too the wheat crop this year was not first-rate in many places it was blighted, and some of the other tracts were thick with tares.

[The average outturn in pounds per acre.]

The kind of land preferred for wheat is the "Sailab" with an admixture of a light sandy soil. Where "Sailab" is near the river, an admixture of sand with the rich silt thrown up by the Indus makes a good soil for the crop. There the natural moisture drawn up by capillary attraction by the plant, is sufficient with the aid of a little seasonable rain to ripen the crop. On the drier land along the Begari in Taluka Jacobabad where there is a good admixture of kallai or salt in the soil, it requires a good deal of artificial irrigation to ripen the crop. This is also required on the red clay soil along the Desert Canal which is a dry, thirsty soil, where the floods have not passed over it; this kind of soil is called "Rappi." The average quantity of wheat put down in an acre of ground is about 118·6 lbs., but it varies in the three talukas very much. For instance, in Jacobabad the average is given at 120 lbs. per acre, but as the outturn was only 154 lbs., the past season is no criterion. There is no doubt that wheat failed in 1876-77, and no other result can be expected in taluka Jacobabad, as the land has become thoroughly impoverished by the floods. In Taluka Thull, the average quantity of seed sown per acre is 140 lbs., and the yield is given at 686 lbs. In Taluka Kashmor, the average amount of seed put down is 96 lbs., and the yield per acre at 338 lbs. There is no doubt the cultivators put down more seed on good soil than they do on poor and worn out land. In Taluka Thull, the floods were diverted last year over new tracts of country by the bursting of the great protective band in unusual places, and thus splendid crops were raised. But a great deal of land in this taluka round Udi, Mirpur and Makarakpur is now thoroughly worn out. Where formerly miles of wheat could be seen after a flood, not ten acres can be met with during a whole morning's ride. Indus water only enriches that land on which it can throw a lot of silt; water that has filtered through miles of dense jungle, has not a particle of silt left, and of course ruins any land it spreads over for more than 2 or 3 years.

[A brief account of the cultivation showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.]

Wheat is a "Rabi" or winter crop. It follows in Sind the kharif crops of jowar, bajri, til, mothe, and rahan. Wheat sowings begin in October and are over by the end of December. Even that is too late, as crops put down then are liable to "khass" and blight. The proper time is between the 15th October and end of November as the soil is first turned up earlier still than the 15th of October after the floods have subsided. The first turning up of the soil with the plough

is called "kheri," the second ploughing with the seed put down is called "narri."

[The average wholesale price of wheat.]

The average wholesale price of wheat per "Kharwar" of 22 maunds is given at Rs. 49, viz., Jacobabad Rs. 57, Thull Rs. 47 and Kashmor Rs. 43 per "Kharwar." The "Kharwar" varies in quantity all over Sind, in some places a "Kharwar" of wheat is more than 22 maunds, going up to 25 maunds, in others it is even below 22 maunds; but the "Kharwar" is not like the maund a certain weight but a dry measure. The other smaller dry measures are the "Toya" or "Dharri" about 5 seers. The "Patou" is one-fourth of the "Toya" and the "Chowthan" or a quarter of the "Taya." These are the dry measures in use in this district. The "Kharwar" commonly called "Kharar" is a Persian word meaning the "donkey's load," but the Persian "Kharar" must be smaller, for no donkey could carry even the fourth of a Sindhi "Kharar."

[Average consumption per head of the population of the district.]

The average consumption per head of population of this district for the last five years is given at 9·3 maunds, that is to say, 1·86 maund per head per annum. This is a very small consumption, but in Sind wheat is not the chief staple of food, jowari taking first rank.

[Total consumption within the district.]

The total consumption of wheat within the district for the last five years is given at 947,380 maunds, that is, 189,476 maunds per annum. The quantity of wheat consumed in Taluka Jacobabad, during the five years, is given at 226,925 maunds or 45,385 maunds per annum; in Taluka Thull at 505,975 maunds, that is 101,195 per annum. In Taluka Kashmor 214,480 maunds are given for the five years and for the year 42,896 maunds.

[Annual imports into the district for five years, and places whence imported.]

The annual imports for five years and places whence imported, are given in the following table :—

| No. | Taluka. | Place from whence imported | Year. | Quantity of Wheat in Maunds | Remarks. |
|---|---|---|---|---|---|
| 1 | Jacobabad... | Katchi, Kelat Territory. | 1872-73... | 55,960 | There are no imports from the Katchi into the other two talukas. |
| | | | 1873-74... | 40,880 | |
| | | | 1874-75... | 45,950 | |
| | | | 1875-76... | 49,000 | |
| | | | 1876-77... | 35,900 | |
| 2 | Thull. | | | | |
| 3 | Kashmor. | | | | |
| | | | Total... | 227,690 | |

[Annual exports for the same period, places whither exported, and proportion carried by road, rail or river.]

The annual exports for the five years ending 1876-77 are given below for each year separately. The wheat was exported to Sakkar in the Shikarpur Collectorate for shipment to Kurrachee and other ports of Sind. The imports given above, therefore,

only represent certain wheat which passed through Jacobabad on its way to that port.

| No. | Year. | Jacobabad. | Thull. | Kashmor. |
|---|---|---|---|---|
| 1 | 1872-73 ... ... ... | 3,124 | 65,356 | 9,104 |
| 2 | 1873-74 ... ... ... | 31,086 | 70,860 | ... |
| 3 | 1874-75 ... ... ... | 10,512 | 308,414 | 49,367 |
| 4 | 1875-76 ... ... ... | 132 | 258,232 | 64,968 |
| 5 | 1876-77 ... ... ... | 22,440 | 135,918 | 50,443 |

The total amount of wheat exported therefore is in 5 years 1,079,956 maunds. From Taluka Jacobabad grain is exported generally by land on camels and carts, but in the inundation season, boats are sometimes laden in the Nurwa near Jacobabad and taken down the Begari Canal to its head on the Indus and thence they drop down to Sakkar. In Taluka Thull the same plan is adopted in the Sonewah and Begari. In Taluka Kashmor boats are used on the Desert Canal, and Kashmor being on the Indus, grain is exported chiefly by boat.

[Estimated average cost of cartage to the Railway Station nearest the district.]

The average cost of carriage per "Kharwar" to Sakkar fluctuates from 5 to 6 rupees and in the inundation season it rises to 7 and 8 rupees owing to scarcity of conveyance caused by the flooded state of the country. The nearest Railway to Jacobabad is at present the Indus Valley Line at Ruk near Shikarpur, but this is not open yet.

[Cost of transit to port of shipment (Calcutta, Bombay, or Kurrachee) by rail, by road and by river.]

The cost of carriage to the nearest port by boat, steamer and rail cannot be given, as grain is carried from this district to Sakkar and no further. There is not a single grain dealer in this district who ships grain on his own account direct to Kurrachee.

[Local names of the varieties of wheat cultivated, and their description in English.]

The local names of varieties of wheat cultivated and their description in English are given below :—

1. *Jowali.*—Common wheat mixed with Barley.
2. *Thori Jowali.*—A better kind mixed with barley but to a lesser degree.
3. *Garhi Sanhi.*—Red thin kind.
4. *Jowali Kaisri.*—Yellow wheat mixed with barley.
5. *Garhi Sanhi Thori Jowali.*—Red, thin "Thori" wheat mixed with barley.
6. *Saf Thori Jowali.*—Clean Thori wheat mixed with barley.
7. *Kaisri Thori.*—Yellow, flat wheat.
8. *Kaisri Thori Sanhi.*—Yellow, thin wheat.
9. *Thori.*—Purest and best of wheat "Bala Sars" beardless.
10. *Garhi Thori.*—Red, flat wheat.
11. *Gaj.*—Reddish wheat.
12. *Saf Thori Sanhi.*—Clean but thin Thori.
13. *Saf Thori Thulli.*—Clean flat Thori.
14. *Kasri.*—Yellowish wheat.
15. *Khudam.*—

16. *Kaisri Garhi.*—Reddish yellow.
17. *Gaji Jowari.*—Mixed.
18. *Gaji Kaisri.*— Do.
19. *Thori Achi.*—White unbearded.
20. *Achi Jowari.*—Do. do. mixed.
21. *Thori Achi Jowari.*—White mixed.
22. *Garhi Gaji Sanhi.*— } Red, thin, blighted.
*" Ratti Marrial."*— }
23. *Rodi Achi Thori Saf.*
24. *Chitti Kaisri.*
25. *Thori Chitti.*

The above are the principal names given by the Muktiarkars of wheat grown in their talukas, but a great many are mere repetitions. The principal varieties are Jowari, Thori, Kaisri, Khudain, Gaji and Rodi, the others are mere sub-divisions of all wheat ; the Thori is the finest ; it is unbearded and the admixture is caused by careless cultivation and carelessness in thrashing and garnering. In the first place wheat and barley are very often grown close together, and by carelessness in reaping and thrashing, the two kinds of grain get mixed up. Then again the seed grain is not carefully stored or picked, it is stored by the grain dealers in what are called " Kothis ;" they are never properly cleaned out before they are filled again, and as the cultivators are mostly all indebted to the dealers, who also are the village money-lenders, they are obliged to accept any kind of grain offered to them, and the zemindars are as much at the mercy of the dealers as the cultivators themselves.

## GENERAL REMARKS, FRONTIER DISTRICT, UPPER SIND.

The total area brought under wheat during the past 5 years is given at 298,649-2-0 acres, that is :—

| | | | | | | |
|---|---|---|---|---|---|---|
| In 1872-73 | ... | ... | ... | ... | ... 35,135—33 | acres. |
| ,, 1873-74 | ... | ... | ... | ... | ... 43,730—34 | ,, |
| ,, 1874-75 | ... | ... | ... | ... | ... 84,748—39 | ,, |
| ,, 1875-76 | ... | ... | ... | ... | .. 58,563—23 | ,, |
| ,, 1876-77 | ... | ... | ... | ... | ... 76,469—33 | ,, |

The average outturn per acre is given at 392·5 lbs. for the whole district, that is Jacobabad 154 lbs. ; Thull 686 lbs., and Kashmor 338 lbs. per acre.

The total produce of wheat during five years was 1,829,854 maunds, from which 947,380 maunds were consumed in the district and 882,474 maunds exported to Sakkar and Shikarpur.

The wheat produce in each taluka during the five years was :—

Jacobabad 96,529 maunds.
Thull 1,345,764 ,,
Kashmor 387,561. ,,

Total 1,829,854 maunds as follows :—

| | | | |
|---|---|---|---|
| 1872-73 | 9,374 | 167,553 | 52,000 |
| 1873-74 | 32,148 | 172,057 | 42,094 |
| 1874-75 | 14,015 | 409,610 | 92,264 |
| 1875-76 | 7,332 | 237,115 | 107,864 |
| 1876-77 | 33,660 | 359,429 | 93,339 |
| Total... | 96,529 | 1,345,764 | 387,561 |

The wheat imported from the Katchi amounted to 227,690 maunds,

and was partly consumed in Jacobabad and partly exported to Sakkar and Shikarpur.

Carriage is by camels and carts in the dry season; and by camels, carts and boats in the wet season. There is no Railway.

The rainfall is given below :—

| | | | |
|---|---|---|---|
| Season | 1872-73 .. | ... ... | 8'-10" |
| ,, | 1873-74 ... | ... ... | 3'-68" |
| ,, | 1874-75 ... | ... .. | 8'-35" |
| ,, | 1875-76 ... | ... ... | 3'- 9" |
| ,, | 1876-77 ... | ... ... | 6'-92" |
| | | Total..... | 30'-14" inches in five years ; |

so that no kind of cultivation is dependent on rain. The winter crops are much improved by one or two seasonable showers in January and February and even early in March.

In conclusion it is remarked that wheat cultivation, although very profitable about the second, third and fourth years, soon begins to impoverish the soil, if it is dependent on floods passing annually over the land. The floods only do good when they carry the Indus silt; beyond that, they do more harm than good. The District officers think that it is a very short-sighted policy that fancies because one or two years after floods, splendid wheat crops can be so easily grown that it is very profitable to have the floods coming over the land, and being saved all the labour and trouble of distributing Indus water by innumerable canals cut into the heart of the country, but such distribution is as it were the life-blood of the country and enriches the soil. The floods though pleasant impoverish it.

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## THAR AND PARKAR DISTRICT.

[The area (in acres) under wheat in each of the last five years to the end of 1876-77.]

The following shows the area under wheat cultivation during the five years ending with 1876-77 :—

| Year. | | Acres. |
|---|---|---|
| 1872-73 | | 22,809 |
| 1873-74 | | 12,082 |
| 1874-75 | | 43,126 |
| 1875-76 | | 11,896 |
| 1876-77 | (approximate) | 13,000 |
| | | 103,813 |
| Average of five years. | ... | 20,762 |

[The average outturn in pounds per acre.]

Six hundred (600) lbs. per acre.

[A brief account of the cultivation, showing the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars.]

Wheat is sown once a year in the months of October and November. The ground is first prepared by being thoroughly watered either by well irrigation or by water allowed to flow on to the land from canals or kurriahos. The bulk of the wheat crops have in late years been raised on lands thrown up by the subsiding floods. When it is fit for the plough it is ploughed over four times to the depth of about 9 inches, and it is during the fourth time that the seed

is sown by being dropped though a wooden tube fixed perpendicularly along the back of the plough, so that the grain falling the entire length of the tube issues from it at the point of the plough 9 inches below the surface of the ground. The ploughing and the sowing is done by the same individual. For wheat cultivation soft alluvial clay land is always preferred, such as is left after the subsidence of the annual Indus inundations. Crops from sandy soil are not productive. Wheat on good soil generally grows to a height of 4 feet. The harvest takes place in February and March. The crop when reaped is collected in one spot on or near the field in which it has been reaped specially cleared for the purpose. No thrashing system is adopted. Treading out the grain by muzzled oxen is resorted to. The grain when extracted from the ear is piled up in heaps on the spot and remains a short time till removed by traders. The sickle is used in reaping both by men and women. Form 100 to 112 lbs. of seed is required to sow an acre. The system of sowing different kinds of grain in one and in the same field does not prevail. If there is mixture it is not the result of intention. There is invariably an interval of 9 to 12 months between the sowing of wheat and the crop immediately preceding it on the same ground, which preceding crop is sometimes wheat itself, but generally jowari, bajri, jamba, or til.

The average wholesale price of wheat is Rs. 2-6-0 per maund.

Average consumption per head of the population is 120 lbs. per head per annum.

Total consumption within the district is 50,000 maunds per annum.

[Annual imports into the district for five years, and places whence imported.]

| | | | |
|---|---|---|---|
| 1872-73... | maunds | 2,000 | Hyderabad District |
| 1873-74 .. | ,, | 2,000 | |
| 1874-75... | ,, | 2,000 | |
| 1875-76 .. | ,, | 2,000 | |
| 1876-77... | ,, | 2,000 | |

The above figures are all given approximately.

[Annual exports for the same period, places whither exported, and proportion carried by road, rail or river.]

| | | | |
|---|---|---|---|
| 1872-73... | maunds | 80,000 | Hyderabad District. A very small portion to the foreign States bordering on the eastern boundary. |
| 1873-74... | ,, | 35,000 | |
| 1874-75... | ,, | 115,000 | |
| 1875-76... | ,, | 50,000 | |
| 1876-77 .. | ,, | 60,000 | |
| Total..... | | 340,000 | |
| Average of five years ..... | | 68,000 | |

All by road except about one-tenth by the Jhuda Canal.

[Estimated average cost of cartage to the Railway Station nearest the district.]

Eleven annas per maund to Kotri (excluding one anna octroi dues at Gidu Bandar). This is not cartage but camel hire.

[Cost of transit to port of shipment (Calcutta, Bombay or Kurrachee), by rail, by road and by river.]

No direct trade with any port of shipment.

[Local names of the varieties of wheat cultivated, and their description in English.]

Thori (No. 1) is the finest wheat of the district. Resembles "No. 1 white Bombay," a light, yellow, full grain, fine mellow and soft "maida." The finest flour is produced from this wheat. From 16 ozs. of this wheat, 15 ozs of flour can be obtained, and 13 ozs. of "maida" from the same quantity

| | |
|---|---|
| Khahno. No. 2. | A long, bold, hard, brown grain, back of a lighter colour. |
| Goji Gari. No. 3. | A soft, brown wheat, larger berried than No. 2. |
| Khudno. No. 4. | A light, brown, soft grain, smaller than No. 3, and full. |
| Goji Jowali. No. 5. | The same grain as No. 3, but is so named from it being invariably mixed up with "jao" barley. |

## GENERAL REMARKS, THAR AND PARKAR.

The total area under wheat during the five years ending 1876-77. inclusive, was acres 103,813, and the average outturn per acre 600 lbs. The total outturn during the same period was 778,597 maunds.

The import trade is comparatively insignificant and is carried on by the same traders as are concerned in the export trade. These traders have been residents of the district for generations past. There are about 25 of these who are capitalists, the chief of whom exports about 5,000 maunds per annum, and the least about 500. The rest are petty traders. They are all Hindus of the Bania caste. Their trade transactions in wheat are confined almost wholly to the wholesale corn dealers of the Hyderabad District with whom they have no permanent dealing transactions, being renewed each year according to the outturn. No cultivation is carried on by them on their own account. The whole of the cultivation is in the hands of the Mahomedan ryots from whom the traders buy up the grain after each harvest. This is the prevalent custom. All wheat for the ryot's own use is subsequently purchased at retail rates from local traders. There is no cleaning process before the wheat is delivered to the traders, nor do the traders clean the grain before exporting it. Mixture of different grains with wheat is not the result of intention on the part of the ryot who never purposely sows different kinds of grain in one and the same field. Whatever mixture there is in the grain as it leaves the hands of the grower, results from mixed seed sown, and this indicates indifference on the part of the sower.

After the grain is received from the ryot the traders store it up in their "Bandar" (store-rooms) made of mud walls and cowdunged floors. All grain exported is delivered to the Hyderabad corn dealers within two months after its delivery by the ryot. During transit to Hyderabad or elsewhere *on hired camels* the wheat is placed in "Borees" (gunney bags made up of goat's hair and sometimes of wool) and sewn up. As these "Borees" belong to camel men, they are eventually emptied out, and the wheat if again further exported is placed in "Borees" belonging to the exporting traders. In this district the wevil commences its depredations three months after the grain is extracted from the ear, but the wheat can be preserved for seven months if it be shut up in "Pulees" (large eathern jars) closed up. Seven months is the limit after which the wevil cannot be kept off by any means except in the case of wheat kept for sowing which is shut up in those "Pullees" mixed up with ashes when the wevil is kept off for a further period of two months only.

There are no agents of European merchants in this district.

No duties are levied in this district on the wheat trade.

*STATEMENT-showing the total Area under Wheat, the average Outturn per Acre, the total Outturn and the Details of the Import and Export Trade in the Province of Sind.*

| Year. | District. | Total Area under Wheat. | Average Outturn per Acre. | Total Outturn. | Imports. | Exports. | REMARKS. |
|---|---|---|---|---|---|---|---|
| | | Acres. | lbs. | Maunds. | Maunds. | Maunds. | |
| 1872-73 ..... | Kurrachee ... ... ... ... ... .. | 29,344 | 600 | 220,080 | Not as | certainable. | |
| | Hyderabad ... ... ... ... ... ... | 23,172 | 807 | 223,660 | 284,730 | 142,416 | |
| | Shikarpur .. .. .. .. .. .. | 172,093 | 720 | 1,548,837 | Not as | certainable. | |
| | Frontier, Upper Sind .. .. .. .. | 35,136 | 393 | 172,605 | 55,960 | 77,584 | |
| | Thar and Parkar ... ... ... ... ... | 22,809 | 600 | 171,067 | 2,000 | 80,000 | |
| | Total ... | 281,554 | ... | 2,336,249 | 342,690 | 300,000 | |
| 1873-74 .... | Kurrachee ... .. ... ... ... ... | 27,212 | 600 | 204,090 | Not as | certainable. | |
| | Hyderabad .. .. .. .. .. .. | 27,676 | 807 | 279,181 | 284,730 | 142,416 | |
| | Shikarpur .. .. .. .. .. .. | 150,700 | 720 | 1,356,300 | Not as | certainable. | |
| | Frontier, Upper Sind .. .. .. .. | 43,731 | 393 | 214,828 | 40,880 | 101,946 | |
| | Thar and Parkar ... ... ... ... ... | 12,982 | 600 | 97,365 | 2,000 | 35,000 | |
| | Total ... | 262,301 | ... | 2,151,764 | 327,610 | 279,362 | |
| 1874-75 ..... | Kurrachee ... ... ... ... ... ... | 58,779 | 600 | 440,842 | Not as | certainable. | |
| | Hyderabad .. .. .. .. .. .. | 40,847 | 807 | 412,044 | 284,730 | 142,416 | |
| | Shikarpur ... ... ... ... ... ... | 215,458 | 720 | 1,939,122 | Not as | certainable. | |
| | Frontier, Upper Sind ... ... ... ... | 84,749 | 393 | 416,329 | 45,950 | 368,293 | |
| | Thar and Parkar ... ... ... ... ... | 43,126 | 600 | 323,445 | 2,000 | 115,000 | |
| | Total .. | 442,959 | ... | 3,531,782 | 332,680 | 625,709 | |
| 1875-76 ..... | Kurrachee ... ... ... ... ... ... | 28,624 | 600 | 214,680 | Not as | certainable. | |
| | Hyderabad ... ... ... ... ... ... | 30,507 | 807 | 307,739 | 284,730 | 142,416 | |
| | Shikarpur .. .. .. .. .. .. | 185,942 | 720 | 1,673,478 | Not as | certainable. | |
| | Frontier, Upper Sind .. .. .. .. | 58,564 | 393 | 287,695 | 49,000 | 323,332 | |
| | Thar and Parkar ... ... ... ... ... | 11,896 | 600 | 89,220 | 2,000 | 50,000 | |
| | Total .. | 315,533 | ... | 2,572,812 | 335,730 | 515,748 | |
| 1876-77 ..... | Kurrachee .. .. .. .. .. .. | 50,837 | 600 | 381,277 | Not as | certainable. | |
| | Hyderabad .. .. .. .. .. .. | 34,418 | 807 | 347,191 | 284,730 | 142,416 | |
| | Shikarpur .. .. .. .. .. .. | 224,475 | 720 | 2,020,275 | Not as | certainable. | |
| | Frontier, Upper Sind .. .. .. .. | 76,470 | 393 | 375,658 | 35,900 | 208,801 | |
| | Thar and Parkar .. .. .. .. .. | 13,000 | 600 | 97,500 | 2,000 | 60,000 | |
| | Total .. | 399,200 | ... | 3,221,901 | 322,630 | 411,217 | |
| | Grand Total ... | 1,701,547 | ... | 13,814,508 | 1,661,340 | 2,132,036 | |

*General Summary.*

| District. | Year. | Total Areaunder Wheat. | Total Outturn. | Import | Export. |
|---|---|---|---|---|---|
| | | Acres. | Maunds. | Maunds. | Maunds. |
| Kurrachee ... ... | 1872-73 ... | 29,344 | 220,080 | ... | ... |
| | 1873-74 ... | 27,212 | 204,090 | ... | ... |
| | 1874-75 ... | 58,779 | 440,842 | ... | ... |
| | 1875-76 ... | 28,624 | 214,680 | ... | ... |
| | 1876-77 ... | 50,837 | 381,277 | ... | ... |
| Total... | | 194,796 | 1,460,969 | ... | .. |
| Hyderabad ... ... | 1872-73 ... | 22,172 | 223,660 | 284,730 | 142,416 |
| | 1873-74 ... | 27,676 | 279,181 | 284,730 | 142,416 |
| | 1874-75 ... | 40,847 | 412,044 | 284,730 | 142,416 |
| | 1875-76 ... | 30,507 | 307,739 | 284,730 | 142,416 |
| | 1876-77 ... | 34,418 | 347,191 | 284,730 | 142,416 |
| Total... | | 155,620 | 1,569,815 | 1,423,650 | 712,080 |
| Shikarpur ... | 1872-73 ... | 172,093 | 1,548,837 | ... | ... |
| | 1873-74 ... | 150,700 | 1,356,300 | ... | ... |
| | 1874-75 ... | 215,458 | 1,939,122 | ... | ... |
| | 1875-76 ... | 185,942 | 1,673,478 | ... | ... |
| | 1876-77 ... | 224,475 | 2,020,275 | ... | ... |
| Total... | | 948,668 | 8,538,012 | ... | .. |
| Frontier, Upper Sind | 1872-73 ... | 35,136 | 172,605 | 55,960 | 77,584 |
| | 1873-74 ... | 43,731 | 214,828 | 40,880 | 101,946 |
| | 1874-75 ... | 84,749 | 416,329 | 45,950 | 368,293 |
| | 1875-76 ... | 58,564 | 287,695 | 49,000 | 323,332 |
| | 1876-77 ... | 76,470 | 375,658 | 35,900 | 208,801 |
| Total... | | 298,650 | 1,467,115 | 227,690 | 1,079,956 |
| Thar and Parkar ... | 1872-73 ... | 22,809 | 171,067 | 2,000 | 80,000 |
| | 1873-74 ... | 12,982 | 97,365 | 2,000 | 35,000 |
| | 1874-75 ... | 43,126 | 323,445 | 2,000 | 115,000 |
| | 1875-76 ... | 11,896 | 89,220 | 2,000 | 50,000 |
| | 1876-77 ... | 13,000 | 97,500 | 2,000 | 60,000 |
| Total... | | 103,813 | 778,597 | 10,000 | 340,000 |
| Grand Total... | | 1,701,547 | 13,814,508 | 1,661,340 | 2,132,036 |

*General Abstract of Wheat Cultivation in Sind from* 1872-73 *to* 1876-77.

| Year. | District. | Total area under Wheat. | Total Outturn. | Imports. | Exports. | Remarks. |
|---|---|---|---|---|---|---|
| | | Acres. | Maunds. | Maunds. | Maunds. | |
| 1872-73 to 1876-77. | Kurrachee ... | 194,796 | 1,460,969 | Not ascertainable. | | |
| | Hyderabad ... | 155,620 | 1,569,815 | 1,423,650 | 712,080 | |
| | Shikarpur ... | 948,668 | 8,538,012 | Not ascertainable. | | |
| | Frontier, Upper Sind ... ... | 298,650 | 1,467,115 | 227,690 | 1,079,956 | |
| | Thar and Parkar | 103,813 | 778,597 | 10,000 | 310,000 | |
| | Total... | 1,701,547 | 13,814,508 | 1,661,340 | 2,132,036 | |

No. 234 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 25*th November*, 1882.

The ACTING UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 7181 of 1882, dated 14th ultimo, forwarding copy of a printed memo. containing certain statistical information with regard to the cultivation, &c., of wheat in the Bombay Presidency, and asking the Chamber to supply Government with information on the different points enumerated in your letter.

With regard to the enquiry in clause 1 of your letter, I have the honor to say that the Chamber have taken great pains to ascertain the prices of the different varieties of wheat referred to in the Government Memo., but this has been attended with much difficulty, as the greater number of these descriptions of wheat are referred to under merely local names, and these are not known in this market. The Chamber, however, beg to subjoin, for the information of Government, a statement of the various kinds of wheat which are known here, and which come from the places in this Presidency referred to by Government, with their present values, viz. :—

AHMEDABAD DISTRICTS.—Chassia or Katha—Small supplies ; not liked. Hard red Rs. 2·84 per maund or Rs. 25 per 723 lbs

DHOODKHANA—Not liked ; unsuitable for export. Can give no exact quotation.

AHMEDABAD, Soft Wheat—Large bold red. The finest red wheat in Western India. Largely exported. Rs. 3 per maund or Rs. 27½ per 756 lbs.

NOWANUGGER DISTRICTS.—Send small plump short red wheat. Like soft Ahmedabad, suitable for export Rs 3 per maund or Rs 27½ for 756 lbs.

MOWA DISTRICT.—Sends hard red in small quantities. Worth about Rs. 25 for 723 lbs. or Rs. 2·84 per maund.

N.B.—From Guzerat we receive also some yellow Peela wheats, but they are inferior to the Nassick and Nagpur qualities.

All exported largely to France and Spain.

NASSICK COLLECTORATE.—Kuthia description—Hard red, Rs. 2·84 per maund.

Laskari Description—Hard red, large grain, with soft mixed, Rs. 3-12 per maund.

Peelas Description—Hard yellow wheats; the fine qualities all hard. The lower ones mixed with soft and Kuthia; from Rs. 3·25 to Rs. 3·50 per maund.

Bunsee Description—Fine hard yellow wheat, principally used for local consumption and as a rule, too dear for export. Rs. 32 for 723 lbs.

SHOLAPUR KHUPLA DESCRIPTION (Bearded).—Long red and thin; not much received here, and not cared for, and no exact quotation.

CARWAR, COMPTA AND VINGORLA.—Kultia description—Hard red of good quality; worth Rs. 25 per candy of 756 lbs. or Rs. 2-8 per maund.

Khupla Description (Bearded).—Long red and thin; not much received here and not cared for. No exact valuation.

The other names given in the Government Memo. are merely local names, and the Chamber regret that they are unable, for the reason abovementioned, to give any particulars about them. If, however, Government are anxious to ascertain the prices of all these wheats, the Chamber will be glad to furnish valuations of any samples which Government may send.

With regard to the wheats of the Sind districts, referred to in the Memo., the Chamber are unable to give any information, as these go direct to England and do not come here. The Chamber would, therefore, suggest that Government should apply to the Kurrachee Chamber of Commerce for the information required.

With regard to the enquiry in clause 2 of your letter as to the shipping charges in this Port, it is customary to clean and re-bag all the wheat received, and the expense of this, together with dock dues and all shipping charges, is as nearly as possible three annas and two pies per maund of 82⅔ lbs. The freight on wheat from Bombay to England varies very much from month to month and from year to year. Last year at this time it was as high as 45 shillings per ton of 16 cwt., which may be considered as a maximum; while this year it had at one time dropped to the unprecedentally low rate of 15s. At the present time for immediate shipment it may be taken at 20s. to 22s. 6d. A fair average would, we think, be from 30s. to 35s The following table shows the freight per Indian maund of wheat when the rate rules between 15s. and 45s. per ton of 16 cwts.

| | | | | | |
|---|---|---|---|---|---|
| 1 ton of 16 cwt. | @ 15s. | gives | 8·26d. | per Indian maund of | 82⅔ lbs. |
| Do. | @ 20s. | ,, | 11·02d. | do. | do. |
| Do. | @ 25s. | ,, | 1s. 1·77d. | do. | do. |
| Do. | @ 30s. | ,, | 16·52d. | do. | do. |
| Do. | @ 35s. | ,, | 19·28d. | do. | do. |
| Do. | @ 40s. | ,, | 22·04d. | do. | do. |
| Do. | @ 45s. | ,, | 24·78d. | do. | do. |

This completes as far as lies in their power the answers to all the

enquiries of Government; but the Committee desire me to say that a large proportion of the wheats shipped from Bombay come from the Berars, the Central Provinces and Central India, and not from the parts of the country constituting the Bombay Presidency to which alone the enquiries of Government refer.

They also beg respectfully to suggest that the attention of the Secretary of State should be called to the great fact which the experience of the wheat trade in this country is always bringing prominently forward, viz., that to establish a permanent trade with Europe, cheap carriage to the seaboard is the thing which above all others is absolutely necessary. During four or five months of this year, owing to the low prices ruling at home, comparatively high freights and high railway carriage, the export of wheat almost entirely ceased; but no sooner had freights fallen to the abnormally low level of 15s. and 20s. a ton, than it began to revive. During the past two months wheat has been coming in again in fair quantities, and the Committee are fully satisfied that this is entirely due to the low freight. They would point out that while the price of Indian wheat at home has declined 15 to 18 per cent. from the highest point of last year the fall in the rupee price here, owing to the low freight, has only been from 10 to 12 per cent. Taking the best wheat as an example. During the large arrivals and shipments of last autumn, prices ranged from 35 to 36 rupees per candy, but during the monsoon of this year rates had fallen to 29 to 30 rupees, prices which apparenty offered no inducement to the cultivators to send their produce forward. Although home markets have not risen, the recent fall in freights has enabled shippers to pay increased prices of from 32 to 33 rupees per candy, and this price has now induced cultivators to send forward their produce freely. Were freights to advance 10s. or 15s. per ton, exporters could not pay within 2 to 3 rupees per candy of the prices now current, and as such an advance in freights is almost sure to take place soon; the Committee are convinced that the revival of the wheat trade, which we are now witnessing, will shortly come to an end. Coming, as most of our wheat does, from inland districts at a considerable distance from Bombay, the Railway charge forms a very important item in cost, and if the Government wish to extend and encourage this trade, in no way can they so well do so as by seeing that the railway charges are reduced to the very lowest paying rate. The cotton and seed trades of India, the Committee beg to point out, are in a very different position from the grain trade. The great portion of the cotton and a large portion of the seeds grown in India are grown expressly for the European market, and these must be shipped find a market there, whether the price (within certain limits) be high or low. With the grain trade it is totally different. Hitherto grain has chiefly been grown in India for local consumption, and it will only pay to ship it when the rupee price reaches a certain level. If it falls below a certain point, the holder stores it for future local consumption, and the export trade in it disappears entirely.—I have, &c.,

D. WATSON, Acting Secretary.

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# APPENDIX NN.

## REVISION OF IMPORT DUTIES ON BRITISH PRODUCTS IN INDIA, AND THE CONTINUANCE OF IMPORT DUTY ON INDIAN COFFEE, TEA, AND JEWELLERY.

No. 98 of 1882.

Madras Chamber of Commerce, *5th April*, 1882.

From the Chairman, the Chamber of Commerce, Madras, to the Chairman, Bombay Chamber of Commerce, Bombay.

Sir,—It was resolved by this Chamber last week to invite your Chamber to consider the advisability of a joint representation being addressed by the Chambers of Commerce in India to the Secretary of State on the subject of the remission of import duties on British products in India, and the continuance of import duty on Indian coffee, tea, and jewellery in England. Since then the news has been received that, on the 27th ultimo, Lord Hartington, replying to a question in the House of Commons, remarked that the remission of cotton duties in India was no reason for the remission in England of duties upon Indian tea and coffee.

The anxiety that Her Majesty's Government have shown to bring about the removal of import duties in India seems to this Chamber to offer a strange contrast to the indifference manifested regarding the burdens imposed upon Indian products in England. The remissions which India without any choice of her own has now made, have to a great extent been made in disregard of the country's chronic want of revenue for the development of communications, the extension of irrigation, and the creation of famine protection works. The trade of Lancashire with this country has been benefited; but this country is compelled to dispense with the revenue that it legitimately derived from Lancashire products. India has had to think less of her own needs than of the demands and theories of England. On the other hand, England derives revenue by taxing Indian products, and, to be consistent, she should regard the collection of revenue as a secondary consideration to that of removing restraints on the commerce of her great dependency.

If the principles of free-trade are accepted, it must be assumed that the abolition of import duties will do more good to India than to any of the countries that send her their products. Yet England, who inspires and prompts the free trade that now exists in India, in adhering to the duties that she levies on Indian productions, is acting in direct opposition to the doctrines that she inculcates when negotiating with India, and with foreign countries for the free admission of her own goods The Chamber contend that India having sacrificed

her import duties in deference to the wishes of England, it is reasonable and politic that England should concede something to India. The coffee and tea of India are weighted with taxation in England to the amount of about 1¼ milion sterling per annum, and the abolition of this tax, or duty, would tend, like any stimulus given to Indian exports, to lessen the loss that this country sustains by exchange.

The Chamber therefore trust that it will appear to your Chamber expedient to unite in such a respectful declaration to the Secretary of State, as may assist in securing eventually for Indian products on their importation into England, a freedom from taxation such as English productions now enjoy in India.—I have, &c.,

CLEMENT SIMPSON, Chairman.

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No. 90 OF 1882.

CHAMBER OF COMMERCE, BOMBAY, 25*th April*, 1882.

To the SECRETARY of the MADRAS CHAMBER of COMMERCE.

DEAR SIR,—I have to thank you for your letter of the 5th April, in which you invite this Chamber to consider the advisability of making a joint representation to the Secretary of State for India on the subject of the continuance of import duties in England on such Indian products as coffee, tea, and jewellery. In reply, I am requested to state that this Chamber heartily sympathize with you in your desire to see the duties on all these articles abolished in England. Their free import would undoubtedly largely stimulate the trade, and be a great boon to both Indian producer and the English consumer. These duties have already been largely reduced and modified in England during the last twenty years, and their *total* removal has been and is still often and influentially asked for. If any representation from this Chamber would help the abolition, they would gladly give it. Beyond this, however, this Chamber cannot go with you. They cannot join in any remonstrance to the Secretary of State which takes for granted that the retention of these duties and the remission of a number of Indian import duties are acts either inconsistent in themselves or with the policy of Free Trade professed by the Government. This might be a fit subject for controvercy, and very likely, if discussed, there would be difference of opinions about it in this Chamber, at the same time the Committee must at least decline to raise the question, as they think no practical good can come of pressing such a view on the attention of Government at home.—I remain, &c.,

D. WATSON, Acting Secretary.

# APPENDIX OO.

## REMISSION OF CUSTOMS DUTIES.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

[*First Publication.*]

The following Act of the Governor-General of India in Council received the assent of His Excellency the Governor-General on the 10th March, 1882, and is hereby promulgated for general information :—

### ACT NO. XI. OF 1882.

### THE INDIAN TARIFF ACT, 1882.

*An Act to amend the law relating to Customs Duties, and for other purposes.*

WHEREAS it is expedient to amend the law relating to the duties of customs on goods imported and exported by sea, and to provide for the levy of duties on goods crossing the frontier of certain Foreign European Settlements in India, and of the territories of certain Native Chiefs and for fixing a maximum duty of excise on spirit manufactured in British India ; It is hereby enacted as follows :— Preamble.

Short title. 1. This Act may be called "The Indian Tariff Act, 1882."

Local extent. It extends to the whole of British India except Aden ;

Commencement. and it shall come into force on the passing thereof.

2. The Acts mentioned in the first schedule hereto annexed are repealed to the extent specified therein : Repeal of Acts.

But all notifications published, and rules and orders made, under any of such Acts, and now in force, shall, so far as they are consistent herewith, be deemed to have been respectively published and made hereunder : Saving clause.

All references made to the Indian Tariff Act, 1875, in Acts or Regulations passed before this Act comes into force, shall be deemed to be made to this Act :

And nothing herein contained authorizes the levy of duties of

customs on any article carried from one port of British India to another, except salt, opium and spirit.

Duties specified in schedules to be levied.

3. There shall be levied and collected, in every port to which this Act applies, the duties specified in the second and third schedules hereto annexed.

Export of pepper from Cochin.

4. On all pepper exported by sea from the port of Cochin there shall be levied such duty not exceeding nine rupees per khandi as the Governor of Fort Saint George in Council from time to time determines; and at the close of each year, or as soon thereafter as may be convenient, the Customs-collector at the said port shall, after deducting the expenses of collection, pay the duty collected under this section to the Governments of Travancore and Cochin in such proportion and in such manner as the Governor of Fort Saint George in Council from time to time directs.

Duties on goods crossing frontiers

5. Duties of customs shall be levied at the rates respectively prescribed in the second and third schedules hereto annexed on goods passing by land out of or into—

of Foreign European Settlements in Presidency of Madras,

(*a*) Foreign European Settlements situate on the line of cost within the limits of the Presidency of Fort Saint George;

of Foreign territory.

(*b*) any territory declared under the power next hereinafter conferred, to be foreign territory.

Power to declare territory foreign.

Subject to the control of the Governor-General in Council, the Governor of Fort St. George in Council and the Governor of Bombay in Council may, from time to time, by notification in the local official Gazette, respectively declare that the territory of any Native Chief, situate within, or bordering on, the territories respectively administered by such Governors, but not subject to the jurisdiction of the Courts and Civil authorities of such territories, shall be deemed, for the purposes of this section, to be foreign territory.

The Governor-General in Council may, from time to time, by notification in the *Gazette of India*, declare that the territory of any other Native Chief, shall be deemed, for the purpose of this section, to be foreign territory.

Excise-duty on spirit distilled in British India.

6. And whereas it is expedient that the duty of excise on spirit distilled in British India should bear a due proportion to the customs-duty on spirit imported into British India, it is hereby further enacted as follows:—

Subject to any general rules or special orders which the Governor-

General in Council may, from time to time, make in this behalf, the Local Government may, from time to time, by notification in the local official Gazette, fix the duty of excise leviable on spirit manufactured in all or any of the distilleries situate in the territories under its administration, or in any part of such territories, at any rate not exceeding the rate fixed for imported spirit by the second schedule hereto annexed ;

and all provisions now in force as to the levy of duty now chargeable on spirit shall apply to spirit upon which the duty declared under this section has not been paid.

In Act No. XVI. of 1863, section one, for the words " calculated at ten " the words " not exceeding five " shall be substituted.

Duty on spirit, opium and salt when protected by a certificate.

7. Spirit, opium and salt imported from any port in British India, and protected by the certificate of an officer empowered in that behalf by the Governor-General in Council or the Local Government, are chargeable with only the amount, if any, by which the duty leviable thereon under the second schedule hereto annexed exceeds the duty shown by such certificate to have been already paid in respect thereof.

The amount, if any, paid to the Government as the price of such opium or salt is not duty within the meaning of this section.

Application of certain provisions as to duties and goods.

8. So far as regards the Presidency of Fort St. George, the unrepealed provisions of Act No. VI. of 1844, and so far as regards the Presidency of Bombay, the unrepealed provisions of Act No. XXIX of 1857, relating to the levy of duties and to dutiable goods, shall, *mutatis mutandis*, apply to duties levied and goods liable to duty under or by virtue of section five, clause (*b*).

Power to cancel notifications.

9. All notifications published hereunder may be cancelled by the authority publishing the same.

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## SCHEDULE I.

### ACTS REPEALED.

| Number and year. | Short Title. | Extent of Repeal. |
|---|---|---|
| XI. of 1869 ..... | The Land Customs (Madras and Bombay) Act, 1869..... | So much as has not been repealed. |
| XVI. of 1875 .. | The Indian Tariff Act, 1875 . . . | Do. do. |
| XI. of 1878 .. | The Indian Arms Act, 1878 ..... | Section 8 and the Second Schedule. |

## SCHEDULE II.

### IMPORT TARIFF.

| No. | Names of Articles. | Per | Tariff Valuation. | Rate of Duty. Rs. a. |
|---|---|---|---|---|
| 1 | ARMS, AMMUNITION, AND MILITARY STORES— | | | |
| | Fire-arms and parts thereof— | | | |
| | 1. Fire-arms other than pistols, for each | .. | ... | 50 0 |
| | 2. Barrels for the same, whether single or double, for each | ... | .. | 30 0 |
| | 3. Pistols, for each | ... | ... | 15 0 |
| | 4. Barrels for the same, whether single or double, for each | ... | .. | 10 0 |
| | 5. Springs used for fire-arms, for each | ... | .. | 8 0 |
| | 6. Gunstocks, sights, blocks and rollers, for each | ... | .. | 5 0 |
| | 7. Revolver-breeches, for each cartridge they will carry. | ... | .. | 2 8 |
| | 8. Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates, and all other parts of a fire-arm not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each | ... | .. | 1 8 |
| | 9. Machines for making or loading or closing cartridges, for each | ... | . | 10 0 |
| | 10. Machines for capping cartridges, for each | ... | . | 2 8 |
| | *Exception* I.—Articles falling under the 5th, 6th, 8th, 9th or 10th head of the above list, when they appertain to a fire-arm falling under the 1st or 3rd head, and are fitted into the same case with such fire-arm, are free. | | | |
| | *Exception* II.—Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military or police uniform, and a revolver or a pair of pistols accompanying a military officer, are free. | | | |

| No. | Names of Articles. | Per | Tariff Valuation. | Rate of Duty. |
|---|---|---|---|---|
| | ARMS, AMMUNITION, &C—*contd.* | | | |
| | *Proviso* 1.—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the articles mentioned in the above list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.. | | | |
| | *Proviso* 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under this number, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Custom-collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of ten per cent. *ad valorem*; and if such collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly. | | | |
| | Gunpowder, common... | lb. | Rs. a.<br>0 5 | 10 p. cent. |
| | ,, sporting... | lb. | 1 0 | |
| | All other sorts ..... | .. | *Ad valorem* | |
| 2 | LIQUORS— | | | |
| | Ale, beer and porter, except when condensed or concentrated..... | Imperial Gallon or six quart bottles. | ... | One anna. |
| | Cider, and other fermented liquors ..... | | | |
| | Liqueurs ..... | Ditto ... | ... | Rs. 4. |
| | Spirit intended to be used exclusively in arts or manufactures, or in chemistry, and which has been rendered effectually and permanently unfit for human consumption..... ..... ..... | .. | *Ad valorem* | 5 per cent. |

| No. | Names of Articles. | Per | Tariff Valuation. | Rate of Duty. |
|---|---|---|---|---|
| | LIQUORS—*contd.* | | | |
| | Spirit, when used in drugs, medicines or chemicals in a proportion less than twenty per cent. of spirit of the strength of London proof..... | ... | *Advalorem* | 5 per cent. |
| | Spirit when so used in a proportion of twenty per cent. and upwards ..... | Impl. Gallon or six quart bottles of the strength of London proof | ... | Rs. 4, and the duty to be increased in proportion as the strength of the spirit exceeds London proof. |
| | Spirit, perfumed, in wood, or in bottles containing more than four ounces ..... | Ditto ... | ... | |
| | Spirit, other sorts..... | Ditto ... | ... | |
| | Wines— | | | |
| | Champagne and all other sparkling wines..... | Imperial gallon or six quart bottles. | ... | Rs. 2-8. |
| | All other sorts of wines..... | Ditto .. | .. | Re. 1. |
| 3 | OPIUM NOT COVERED BY A GOVERNMENT PASS ..... | Ser of 80 tolas. | . | Rs. 24. |
| 4 | SALT ..... | Indian maund of 82⅔ lbs avoirdupois weight. | .. | The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place. |

## SCHEDULE III.

EXPORT TARIFF.

| Name of Article. | Per | Tariff Valuation. | Rate of Duty. |
|---|---|---|---|
| RICE, whether husked or unhusked. | Indian maund of 82⅔ lbs. avoirdupois weight. | ... | 3 annas. |

# APPENDIX PP.

## *WEEKLY CURRENT QUOTATIONS as estimated by the Committee of the Chamber of Commerce during the Year* 1882.

| Quotations. | Week ending 4th January. | Week ending 11th January. | Week ending 18th January. | Week ending 25th January. | Week ending 1st February. | Week ending 8th February. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills Sight | 1s. 8 1/32 to 1/16 d. | 1s. 8 1/4 d. | 1s. 8 1/4 d. | 1s. 8 15/16 d. | 1s. 8 7/32 to 1/4 d. | 1s. 8 7/32 d. |
| ,, ,, 3 m'ths' ,, | 1s. 8 1/4 to 3/32 d. | 1s. 8 3/32 d. | 1s. 8 5/16 d. | 1s. 8 11/32 d. | 1s. 8 15/32 d. | 1s. 8 1/16 d. |
| ,, ,, 4 ,, ,, | 1s. 8 5/16 to 1 1/32 d. | 1s. 8 7/16 d. | 1s. 8 3/32 d. | 1s. 8 13/32 d. | 1s. 8 9/32 d. | 1s. 8 1/32 d. |
| First-class Credits ...3 ,, ,, | 1s. 8 3/8 to 1 1/32 d. | 1s. 8 5/16 d. | 1s. 8 1/4 5/32 d. | 1s. 8 1/32 d. | 1s. 8 1/32 d. | 1s. 8 21/32 d. |
| ,, ,, 6 ,, ,, | 1s. 8 13/32 to 3/8 d. | 1s. 8 1/16 d. | 1s. 8 1/16 d. | 1s. 8 23/32 d. | 1s. 8 3/32 6/32 d. | 1s. 8 3/32 d. |
| Documents ... ... 3 ,, ,, | 1s. 8 7/32 to 1/32 d. | 1s. 8 1/4 to 17/32 d. | 1s. 8 1/32 d. | 1s. 8 15/16 d. | 1s. 8 3/32 3 d. | 1s. 8 3/32 d. |
| ,, 6 ,, ,, | 1s. 8 3/8 to 3/16 d. | 1s. 8 3/32 to 3/4 d. | 1s. 8 3/32 d. | 1s. 8 3/32 d. | 1s. 8 3/32 1 d. | 1s. 8 3/32 d. |
| Paris Francs Mercantile Bills ... ... 3 ,, ,, | 2·12 3/4 to 2·15 | 2·15 1/4 to 2·15 1/3 | 2·15 3/4 | 2·15 1/2 | 2·17 | 2·18 |
| ,, ,, ... 6 ,, ,, | 2·14 1/4 to 2·17 | 2·17 1/2 | 2·17 1/2 | 2·17 3/4 | 2·19 1/2 | 2·20 1/2 |
| Banks, Calcutta, on Demand ... | 100 to 100 1/16 | 100 | 100 | 99 7/8 | 99 15/16 | 100 1/16 d. |
| China Mercantile Bills 60 days' Sight. | 221 to 222 Nl. | Noml. | Noml. | Noml. | 215 | 215 |
| Eng. Bar Gold, 100 touch (per tola) | Rs. 19-4 to 19-6 | Rs. 19-4-6 | Rs. 19.5 | Rs. 19-5-6 | Rs. 19-6 | Rs. 19-6-6 |
| Sovereigns ... ... ... | ,, 12-1 to 12-2 | ,, 11-14 | ,, 11-14 | ,, 12 | ,, 12 | ,, 12 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills | 10 per cent. | 11 per cent. | 10 per cent. | 11 per cent. | 11 per cent. | 11 per cent. |
| ,, on Government Bills | 8 ,, | 10 ,, | 9 ,, | 10 ,, | 10 ,, | 9 ,, |
| ,, of Interest on Demand Loans on Govt. Securities | 8 ,, | 9 ,, | 9 ,, | 9 ,, | 9 ,, | 9 ,, |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 100 3/4 | 100 3/8 | 101 1/8 | 100 3/8 | 100 15/16 | 100 1/4 |
| Four-and a-half per cents. ... | 109 1/2 to 109 1/4 | 109 1/4 | 109 1/2 | 108 3/4 | 108 1/2 | 108 1/4 |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market | Dull | Quiet. | Dull. | Dull & unchanged. | Dull. | Quiet & unchanged |
| Duty Free, *i.e.* 30s and under. | | | | | | |
| 7lb. 40in. G. Shirtings (13×11) | Rs. 3-1 to 4-3 | Rs. 3-3 to 4-2 | Rs. 3-3 to 4-2 | Rs. 3-3 to 4-2 | Rs. 3-1 to 4-4 | Rs. 3-1 to 4-4 |
| 8 1/4lb. ,, (16×13)... | ,, 3-11 to 5-1 | ,, 3-12 to 5-0 | ,, 3-10 to 5-0 | ,, 3-10 to 5 | ,, 3-12 to 5-1 | ,, 3-12 to 5-1 |
| 3lb. 32in. Madapollams (12×10) | ,, 1-8 to 1-15 | ,, 1-8 to 1-15 | ,, 1-8 to 1-15 | ,, 1-8 to 1-15 | ,, 1-8 to 1-15 | ,, 1-8 to 1-15 |
| No. 40s Mule Twist, per lb. ... | As. 8 1/4 to 9 | As. 8 1/4 to 8 3/4 | As. 8 1/4 to 8 3/4 | As. 8 1/4 to 8 3/4 | As. 8 1/4 to 9 1/4 | As. 8 1/4 to 9 1/4 |
| No. 30s Water ,, ,, ... | ,, 8 1/4 to 9 1/4 | ,, 8 1/4 to 8 1/4 | ,, 8 1/4 to 8 1/4 | ,, 8 to 8 1/4 | ,, 8 1/4 to 9 1/4 | ,, 8 1/4 to 9 1/4 |
| Copper (Braziers), per cwt. ... | Rs. 50 to 51 1/2 | Rs. 51 1/2 | Rs. 51 | Rs. 51 to 51 1/4 | Rs. 49 1/2 to 49 3/4 | ,, 49 1/2 |
| Yellow Metal, ,, ... | ,, 39 1/4 to 40 1/4 | ,, 40 to 40 1/2 | ,, 39 1/2 to 40 | ,, 40 to 40 1/2 | ,, 39 1/2 to 39 3/4 | ,, 39 1/2 to 39 3/4 |
| Welsh Bar Iron, per candy ... | ,, 26 to 29 | ,, 26 to 30 | ,, 26 to 30 | ,, 26 to 30 | ,, 26 to 30 | ,, 26 to 30 |
| Staffordshire Bar Iron, per candy | ,, 29 to 33 | ,, 28 to 33 | ,, 28 to 33 | ,, 28 to 33 | ,, 28 to 33 | ,, 28 to 33 |
| Swedish Bar Iron ... | ,, 13 to 15 1/2 | ,, 41 to 46 | ,, 41 to 46 | ,, 41 to 46 | ,, 41 to 46 | ,, 41 to 46 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Davison's West Hartley (per ton) | Rs. 13¼ to 14 | Rs. 13¼ to 14 | Rs. 13½ to 14 | Rs. 13½ A.Side | Rs. 13½ A.Side | Rs. 13½ to 13¾ A.Side |
| Welsh Hartley (per ton) ... | „ 13 to 13½ | „ 12¼ to 13 | „ 12½ to 13½ | „ 12¼ to 13 „ | „ 12¼ to 12¾ | „ 12¼ to 12¾ „ |
| Cardiff (per ton) ... ... ... | ... | ... ● | „ 14 to 14½ | „ 14 to 14½ „ | „ 14 to 14½ | „ 14 to 14½ „ |
| EXPORTS. | | | | | | |
| COTTON— Market | Quiet. | Improved. | Dull. | Dull. | Dull. | Dull. |
| Broach, Good, per candy... | Rs 224 to 226 March dely. | Rs 229 March delivery. | Rs 227 March delivery. | Rs 224 to 225 March dely. | „ 225 March delivery. | „ 226 March delivery. |
| Hingunghaut, Good „ ... | Rs. 220/224 Ry. | „ 225 Ready | „ 223 Ready | „ 220 Ready | „ 218 Feb.dly. | „ 218 Ready |
| Oomrawuttee, Good „ ... | ... | „ 198 „ | „ 197 „ | „ 193 „ | „ 192 „ | „ 192 „ |
| „ F.G.F. „ ... | „ 185/187 „ | „ 188 „ | „ 186 „ | „ 183 „ | „ 182 „ | „ 182 „ |
| „ G.F. „ ... | ... | „ 180 „ | „ 181 „ | „ 178 „ | „ 178 „ | „ 177 „ |
| Akote, Best „ ... | „ 195/204 „ | „ 203 „ | „ 205 „ | „ 202 „ | „ 200 „ | „ 202 „ |
| Bhownuggur Good „ ... | ... | „ 198 Apl.dly. | „ 200 Apl.dly. | „ 195 Apl.dly. | „ 194 Apl.dly. | „ 193 Apl.dly. |
| „ F.G.F. „ ... | ... | „ 190 „ | ... | ... | „ 186 „ | ... |
| „ G.F. „ ... | ... | ... | ... | ... | „ 186 „ | ... |
| Dhollera, Good „ ... | Rs. 190 to 200 Mar.-Apl. dly. | „ 197 „ | „ 189 „ | „ 194 „ | „ 193 „ | „ 192 „ |
| „ F.G.F. „ ... | ... | ... | ... | ... | „ 185 „ | ... |
| „ G.F. „ ... | ... | ... | ... | ... | „ 185 „ | ... |
| Bengals, Fine „ ... | ... | Rs. 185 Ready | „ 180 Feb.dly. | „ 177 Feb.dly. | „ 175 Feb.dly. | „ 175 |
| „ Fully Good „ ... | ... | „ 178 „ | „ 170 „ | „ 166 „ | „ 166 „ | „ 165 |
| „ Good „ ... | ... | „ 163 „ | „ 162 „ | „ 158 „ | „ 157 „ | „ 155 |
| „ F.G.F. „ ... | ... | „ 153 „ | „ 152 „ | „ 150 „ | „ 150 „ | „ 150 |
| Gingelly Seed (White per candy of 5 cwt) ... ... | Rs. 32 to 33 | „ 31 to 32 | „ 32 to 32½ | „ 32 to 32½ | „ 32 | „ 31 to 32 |
| Linseed (per cwt.) ... ... | „ 5-13 | „ 5-13 to 5-14 | „ 5-13 to 5-14 | „ 5-13 to 5-14 | „ 5-12 to 5-14 | „ 5-10 to 5-11 |
| Rapeseed „ ... ... | „ 5-14 | „ 6 | „ 6 | „ 5-15 to 6 | „ 5-10 | „ 5-12 to 5-13 |
| Wheat (White Pessy), per candy of 756 lb. ... | „ 33-0 | „ 33 to 33½ | „ 34 to 34½ | „ 33½ to 34 | „ 35 | „ 32 to 33 |
| Opium (Malwa) (per chest) Old... | „ 1550 | „ 1550 to 1575 | „ 1525 to 1550 | „ 1525 to 1553 | „ 1525 | „ 1525 |
| „ „ „ New... | „ 1465 | „ 1450 to 1460 | „ 1425 to 1465 | „ 1400 to 1450 | „ 1425 to 1438 | „ 1415 |
| FREIGHTS. | | | | | | |
| Liverpool—Cotton, via Cape, (per ton=50 feet) ... | £1-17-6 to £2-6 Nl. | £1-16-3 to £2-0 | £2 to £2-2-6 | £2-5 | £2-2-6 to £2-3-9 | £2-2-6 to £2-5 |
| „ Seed, via Cape, per ton | £1-17-6 to £2-2-6 | £1-16-3 to £2-0 | £2 to £2-2-6 | £2-5 Nom. | £2-2-6 to £2-3-9 | £2 Nom. |
| „ Cotton, via Suez Canal (per ton=40 feet). | £1-16-3 to £2-2-6 | £1-16-3 to £1-17-6 | £1-17-6 | £1-17-6 | £1-17-6 | £1-17-6 |
| „ Seed, per ton... ... | ... | £1-16-3 to £1-17-6 | £1-16-3 to £1-17-6 | £1-16-3 to £1-17-6 | £1-17-6 | £1-16-3 to £1-17-6 |
| London—M'ment cargo P. & O.... | £2-2-6 | £2 to £2-5 | £2-0 | £2-0 | £2-0 | £2-0 |
| „ Canal Steamers ... | £1-17-6 to £2-0 | £1-16-3 to £2-0 | £1-17-6 | £1-17-6 to £1-18-9 | £1-17-6 | £1-17-6 |
| Havre—Cotton via Cl. (per ton of 40 ft.) | £2 to £2-5 | £2-0 | £2 to 2-1-3 | £2 to £2-1-3 | £1-18-9 to £2-0 | £1-18-9 to £2-1-3 |
| Trieste & Venice—Cotton „ „ | £2 to £2-10 | £2-7 6 to £2-10 | £2-7-6 to £2-10 | £2-7-6 to £2-10 | £2-7-6 | £2-7-6 |
| Marseilles & Genoa „ „ | £2 to £2-7-6 | £2-5 to £2-6-3 | £2-5 to £2-6-3 | £2-5 to £2-6-3 | £2-2-6 to £2-5 | £2-2-6 |
| China, Steamer „ „ | Rs 8 to 12 | Rs. 10 to 12 | Rs. 10 to 12 | Rs. 10 to 15 | Rs. 10 to 15 | Rs. 10 to 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued.*

| Quotations. | Week ending 15th February. | Week ending 22nd February. | Week ending 1st March. | Week ending 9th March. | Week ending 16th March. | Week ending 23rd March. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills' Sight | 1s. 8 7/32d. | 1s. 8 5/32d. | 1s. 8 2/32 to 1/8d. | 1s. 8 3/32d. | 1s. 8 1/16d. | 1s. 8 5/32 d. |
| " " 3 m'ths' " | 1s. 8 15/32d. | 1s. 8 3/8d. | 1s. 8 1/8 d. | 1s. 8 1/16d. | 1s. 8 3/8d. | 1s. 8 11/32d. |
| " " 4 " " | 1s. 8 9/16d. | 1s. 8 7/16 d. | 1s. 8 1/2d. | 1s. 8 3/32d. | 1s. 8 1/8d. | 1s. 8 13/32d. |
| First-class Credits...3 " " | 1s. 8 1/2d. | 1s. 8 1/2d. | 1s. 8 17/32d. | 1s. 8 17/32d. | 1s. 8 1/2d. | 1s. 8 1/2d. |
| " " 6 " " | 1s. 8 7/8d. | 1s. 8 23/32d. | 1s. 8 25/32d. | 1s. 8 1/2d. | 1s. 8 17/32d. | 1s. 8 11/16d. |
| Documents ... 3 " " | 1s. 8 3/4 1/2d. | 1s. 8 11/32d. | 1s. 8 9/16d. | 1s 8 9/16d. | 1s. 8 17/32d. | 1s. 8 17/32d. |
| " " 6 " " | 1s. 8 3/4 3/4d. | 1s. 8 1/2 1/2d. | 1s. 8 1/8d. | 1s. 8 5/8d. | 1s. 8 3/4 3/4d. | 1s. 8 3/32d. |
| Paris Francs Mercantile Bills ... 3 " " | 2·18 | 2·16 1/4 | 2·17 | 2·17 | 2·16 3/4 | 2·17 |
| " " 6 " " | 2·20 1/2 | 2·19 | 2·19 | 2·19 | 2·19 | 2·19 |
| Banks, Calcutta, on Demand ... | 100 1/16 | 100 1/8 | 100 1/8 | 99 13/16 | 100 | 99 15/16 |
| China Mercantile Bills, 60 day's Sight. | 215 | 217 | 216 | 217 | 216 | 216 |
| Eng. Bar Gold, 100 touch (per tola) | Rs. 19-6 | Rs. 19-6-6 | Rs. 19-6-6 | Rs. 19-6 | Rs. 19-5-6 to 19-6 | Rs. 19-5-6 |
| Sovereigns ... ... ... | Re. 12-2 | " 12-2 | " 12 2 | " 12-2 | " 12-1 | " 12-1 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills | 11 per cent. | 11 per cent. | 11 per cent. | 11 per cent. | 10 per cent. | 10 per cent. |
| " of Interest on Demand Loans on Govt. Securities | 9 " | 6 " | 9 " | 9 " | 9 " | 9 " |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 101 1/4 | 101 3/8 | 101 1/4 to 101 5/16 | 101 1/4 | 101 3/16 | 101 1/16 d. |
| Four-and-a-half per cents. ... | 108 1/2 to 108 3/4 | 108 1/4 | 108 1/4 | 108 3/4 | 108 5/8 | 108 1/2 |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market | Quiet & rather easier. | Quiet but stedy. | Quiet and unchanged. | Quiet. | Quiet and unchanged. | Quiet but steady. |
| Duty Free, *i.e.* 30s and under. | | | | | | |
| 7 lb. 38-39in. Grey Shirtings (12×11 to 13×12) | Rs. 3-3 to 4-3 | Rs. 3-3 to 4-3 | Rs. 3-3 to 4-3 | Rs. 3-3 to 4-3 | Rs. 3-3 to 4-3 | Rs. 3-3 to 4-3 |
| 8 1/2 lb. " (12×12 to 16×14) | " 3-11 to 5-1 | " 3-10 to 5-1 | " 3-10 to 5-1 | " 3-9 to 5-1 | " 3-9 to 5-1 | " 3-9 to 5-1 |
| 3 lb 32in. Madapollams (10×10 to 12×10) | " 1-8 to 1-15 | " 1-8 to 1-15 | " 1-8 to 1-15 | " 1-8 to 1-15 | " 1-8 to 1-15 | " 1-8 to 1-15 |
| No. 40s Mule Twist, per lb. ... | As. 8 1/2 to 8 1/4 | As. 8 1/2 to 8 3/4 | As. 8 1/4 to 8 3/4 | As. 8 1/4 to 8 3/4 | As. 8 to 8 1/4 | As. 8 to 8 1/4 |
| No. 30s Water Twist, per lb. ... | " 8 to 8 1/2 | " 8 to 8 1/4 | " 8 to 8 1/4 | " 8 to 8 1/4 | " 7 3/4 to 8 | " 7 3/4 to 8 |
| Copper (Braziers), per cwt. ... | Rs. 48 1/2 to 49 | Rs. 48 1/2 to 48 3/4 | Rs. 48 1/2 to 48 3/4 | Rs. 48 1/2 to 48 3/4 | Rs. 47 to 47 1/4 | Rs 46 to 46 1/4 |
| Yellow Metal, " ... | " 39 to 39 1/2 | " 39 to 39 1/2 | " 38 3/4 to 39 1/4 | " 39 to 39 1/2 | " 37 3/4 to 38 1/4 | " 36 to 36 1/2 |
| Welsh Bar Iron, per candy ... | " 25 1/2 to 29 1/2 | " 25 1/2 to 29 1/2 | " 25 1/2 to 29 1/2 | " 25 1/2 to 29 1/2 | " 25 to 29 | " 25 to 29 |
| Staffordshire Bar Iron, per candy | " 28 to 33 | " 28 to 33 | " 28 to 33 | " 28 to 33 | " 27 to 32 | " 27 to 32 |
| Swedish Bar Iron " ... | " 41 to 46 | " 41 to 46 | " 41 to 46 | " 41 to 46 | " 40 to 45 | " 40 to 44 |

| | | | | | | |
|---|---|---|---|---|---|---|
| (per ton) alongside | Rs. 13½ to 13¾ | Rs. 13¼ | Rs. 13½ to 13¾ | Rs. 14 | Rs. 14¼ to 15 | Rs. 14¾ |
| Welsh Hartley Coal „ „ ... | Rs. 12½ to 13 | „ 12½ to 13 | „ 12½ to 13 | „ 13 to 13½ | „ 13½ to 13¾ | „ 13¾ to 14¼ |
| Cardiff „ „ ... | „ 14 to 14¼ | „ 14 to 14½ | „ 14¼ to 14¾ | „ 14½ to 15 | „ 15 to 15½ | „ 15 to 15½ |
| **EXPORTS.** | | | | | | |
| COTTON— Market | Depressed. | Quiet. | Steady. | Strong. | Dull. | Dull. |
| Broach, Good, per candy... | Rs. 225 Ready. | Rs. 226 Ready | Rs. 225 Ready. | Rs. 230 | Rs. 231 Ready | Rs. 232 Ready |
| Hingunghaut, Good „ ... | Nominal. | Nominal. | ... | ... | „ 215 „ | ... |
| Oomrawuttee, Good „ ... | Rs. 188 Ready. | Rs. 191 Ready. | Rs. 192 Ready | Rs. 200 | „ 203 „ | Rs. 202 Ready |
| „ F.G.F. „ ... | „ 178 „ | „ 181 „ | „ 182 „ | „ 190 | „ 192 | „ 191 „ |
| „ G.F. „ ... | „ 173 „ | „ 175 „ | „ 175 „ | „ 184 | ... | „ 185 „ |
| Akote, Best „ ... | „ 198 „ | „ 199 „ | „ 202 „ | „ 210 | Rs. 208 Ready | „ 209 „ |
| Bhownuggur Good „ ... | „ 190 Apl. dly. | „ 193 Apl. dly. | „ 193 Apl. dly. | „ 202 | „ 202 „ | „ 202 „ |
| „ F.G.F. „ ... | ... | ... | ... | „ 190 | ... | ... |
| „ G.F. „ ... | ... | ... | ... | ... | ... | ... |
| Dhollera, Good „ ... | Rs. 189 Apl. dly. | Rs. 192 Apl. dly. | Rs. 192 Apl dly. | Rs. 200 | Rs. 201 Apl. dly. | Rs. 200 Apl. dly. |
| „ F.G.F. „ ... | ... | ... | ... | ... | ... | ... |
| „ G.F. „ ... | ... | ... | ... | ... | ... | ... |
| Bengals, Fine „ ... | Rs. 172 | Rs. 169 March dly | Rs. 167 March dly. | Rs. 166 | Rs. 170 | Rs. 174 |
| „ F. Good „ ... | „ 162 | Rs. 159 „ | „ 155 „ | „ 156 | „ 160 | „ 165 |
| „ Good „ ... | „ 152 | „ 149 „ | „ 149 „ | „ 150 | „ 152 | „ 154 |
| „ F.G.F. „ ... | „ 146 | „ 145 „ | „ 144 „ | „ 145 | „ 145 | „ 147 |
| Gingelly Seed (White per candy of 5 cwts.) ... .. | Rs. 30½ to 31 | Rs. 30 to 31 | Rs. 30 to 30½ | Rs. 30 to 30½ | Rs. 29½ to 30 | Rs. 32 to 32½ |
| Linseed (per cwt.) ... ... | „ 5½ to 5-8½ | „ 5½ to 5-9 | „ 5-7 to 5-8 | „ 5-6 to 5-7 | „ 5-6 to 5-7 | „ 5-6 to 5-7 |
| Rapeseed „ ... ... | „ 5-11 to 5¾ | „ 5¾ to 5-13 | „ 5-10 to 5-11 | „ 5-9 to 5-10 | „ 5-9 to 5-10 | „ 5-13 to 5-14 |
| Wheat (White Pessy), No. 1 per candy of 756 lb. ... | „ 32 to 32½ | „ 31 to 32 | „ 30 to 30½ | „ 29½ to 30 | „ 29½ to 30 | „ 30½ to 31 |
| Opium (Malwa) (per chest) Old... | „ 1525 | „ 1515 | „ 1525 | „ 1500 | „ 1490 | „ 1500 |
| „ „ „ New .. | „ 1415 | „ 1392 | „ 1395 | „ 1372 | „ 1370 | „ 1465 |
| **FREIGHTS.** | | | | | | |
| Liverpool—Cotton, via Cape (per ton=50 feet) | £1-17-6 to £2-2-6 | £2-2-6 to 2-5 | £2-2-6 to £2-5 | £2 to 2-3-9 | £2 to 2-7-6 | £2-2-6 to £2-6-3 |
| „ Cotton, via Suez Canal (per ton=40 feet). | £1-15 to £1-16-3 | £1-16-3 | £1-13-9 to £1-15 | £1-10 to £1-12 6 | £1-11-3/£1-12-6 | £1-11-3 |
| London—M'ment cargo P. & O.... | £2-0 | £2-0 | £1-17-6 to £2-0 | £1-17-6 | £1-17-6 to £2 | £1-17-6 |
| „ Seed, „ „ ... | ... | ... | £1-15 to £1-16-3 | £1-13-9 to £1-15 | £1-12-6 to £1-15 | £1-12-6 to £1-15 |
| „ M'ment „ Cl. Str. ... | £1-15 to £1-17-6 | £1-17-6 | £1-15 to £2-0 | £1-12-6 to £1-15 | £1-12-6 to £1-15 | £1-12-6/£1-13-9 |
| „ Seed, „ „ ... | ... | ... | £1-12-6 to £1-15 | £1-12-6 | £1-10 to £1-12-6 | £1-12-6 |
| Havre—Cotton via Cl. (per ton of 40 ft.) | £1-18-9 to £2-0 | £1-18-9 to 2-0 | £1-17-6/£1-18-9 | £1-17-6 to £2-0 | £1-17-6 to £2-0 | £1-17-6 |
| Trieste & Venice—Cotton „ „ | £2-5 to £2-7-6 | £2-2-6 to 2-7-6 | £2-2-6 to £2-7-6 | £2-2-6 to £2-5 | £2-2-6 to £2-5 | £2 to £2-5 |
| Marseilles & Genoa „ „ | £2-2 to £2-5 | £2-2-6 to 2-5 | £2-2-6 to £2-5 | £2 to £2.5 | £2 to £2.5 | £2-0 |
| China, Steamer (per ton, 40 feet) | Rs. 10 to 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued.*

| Quotations. | Week ending 30th March. | Week ending 6th April. | Week ending 13th April. | Week ending 20th April. | Week ending 27th April. | Week ending 4th May. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills Sight | 1s. 8¼d. | 1s. 8 5/16d. | 1s. 8 3/8d. | 1s. 8¼d. | 1s. 8¼d. | 1s. 8¼d. |
| „ „ 3 m'ths' „ | 1s. 8 1/32d. | 1s. 8⅛d. | 1s. 8 1/32d. | 1s. 8 7/16d. | 1s. 8 7/16d. | 1s. 8 1/32d. |
| „ „ 4' „ „ | 1s. 8¼d. | 1s. 8 9/16d. | 1s. 8½d. | 1s. 8½d. | 1s. 8½d. | 1s. 8 1/16d. |
| „ „ 6 „ „ | ... | ... | 1s. 8⅝d. | ... | 1s. 8 1/32d. | 1s. 8⅝d. |
| First-class Credits... 3 „ „ | 1s. 8 9/16d. | 1s. 8 1/32d. | 1s. 8 9/16d. | 1s. 8 17/32d. | 1s. 8½d. | 1s. 8½d. |
| „ „ 6 „ „ | 1s. 8 9/32d. | 1s. 8⅝d. | 1s. 8 9/32d. | 1s. 8 11/16d. | 1s. 8 21/32d. | 1s. 8 21/32d. |
| Documents... ... 3 „ „ | 1s. 8 5/32d. | 1s. 8⅝d. | 1s. 8 5/32d. | 1s. 8 9/16d. | 1s. 8 11/16d. | 1s. 8 17/32d. |
| „ ... 6 „ „ | 1s. 8¾d. | 1s. 8 5/32d. | 1s. 8¾d. | 1s. 8 23/32d. | 1s. 8 11/16d. | 1s. 8 11/16d. |
| Paris Francs Mercantile Bills ... ... 3 „ „ | 2·17¼ | 2·17¼ | 2·17½ | 2·17 | 2·16½ | 2·16¼ |
| „ „ ... 6 „ „ | 2·19¼ | 2·19¼ | 2·19½ | 2·19 | 2·18½ | 2·18¼ |
| Banks, Calcutta, on Demand ... | 99 1/16 | 99 1/16 | 99⅜ | 99 15/16 | 100 | 100 |
| Cihna Mercantile Bills, 60 days' Sight. | 217 | 217 | 217 | 216 | 216 | 218 |
| Eng. Bar Gold, 100 touch (per tola) | Rs. 19·5 | Rs. 19·5·6 | Rs. 19·8 | Rs. 19·7·6 | Rs. 19 6·6 | Rs. 19·5·6 |
| Sovereigns ... ... ... | „ 12 | „ 12 | „ 12·1·6 | „ 12·1·6 | „ 12·1 | „ 12·2 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills | 12 per cent. | 12 per cent. | 11 per cent. | 10 per cent. | 10 per cent. | 9 per cent. |
| „ of Interest on Demand Loans on Govt. Securities | 10 „ | 10 „ | 10 „ | 9 „ | 9 „ | 8 „ |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 100¼ to 100⅜ | 100¾ | 101⅜ | 101½ | 101 5/16 to 101⅜ | 101¼ |
| Four-and a-half per cents. ... | 108 | 108 | 108¼ | 108¼ | 108¼ to 108½ | 108½ |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market Duty Free, i.e. 30s and under. | Fair demand: prices steady. | Dull. | Little doing, but prices steady. | No change, prices little irregular. | Little doing but prices steady. | Little more doing, prices steady. |
| 7lb. 38-39in. Grey Shirtings (12×11 to 13×12) | Rs. 3·3 to 4·3 | Rs. 3·2 to 3·14 | Rs. 3·2 to 3·13 | Rs. 3·2 to 3·13 | Rs. 3·2 to 3·13 | Rs. 3·2 to 3·13 |
| 8¼lb. „ (12×12 to 16×14) | „ 3·9 to 5·1 | „ 3·14 to 4·13 | „ 3·14 to 4·13 | „ 3·14 to 4·13 | „ 3·14 to 4·13 | „ 3·14 to 4·13 |
| 3lb. 32in. Madapollams (10×10 to 12×10) | „ 1·8 to 1·15 | „ 1·7·6 to 1·10 | „ 1·7·6 to 1·10 | „ 1·7·6 to 1·10 | „ 1·7·6 to 1·10 | „ 1·7·6 to 1·10 |
| No. 40s Mule Twist, per lb. ... | As. 8 to 8¼ | As. 8·2 | As. 8 to 8·3 | As. 8 to 8·3 | As. 8 to 8·3 | As. 8 to 8·3 |
| No. 30s Water „ „ ... | „ 7¾ to 8 | „ 8 to 8¼ | „ 8 | „ 8 | „ 8 | „ 8 |
| Copper (Braziers), per cwt. ... | Rs. 46½ to 46¾ | Rs. 47¼ | Rs. 47½ | Rs. 47 | Rs. 47¼ | Rs. 47¼ |
| Yellow Metal, „ ... | „ 36¼ to 36½ | „ 36½ to 36⅝ | „ 36¾ | „ 36¾ | „ 36⅝ | „ 36½ |
| Welsh Bar Iron, per candy ... | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 |
| Staffordshire Bar Iron, per candy | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 |

| | | | | | | |
|---|---|---|---|---|---|---|
| (per ton) alongside | Rs. 14¼ | Rs. 14¼ | Rs. 14½ to 14¾ | Rs. 14½ to 14¾ | Rs. [illegible] | |
| Welsh Hartley Coal „ „ ... | „ 13¾ to 14¼ | „ 14 | „ 13½ to 14 | „ 13½ to 13¾ | „ [illegible] | |
| Cardiff „ „ ... | „ 15¼ to 15½ | „ 15¼ to 15½ | „ 15¼ to 15½ | „ 15 to 15½ | „ 15 to 15¼ | to 15¼ |
| **EXPORTS.** | | | | | | |
| COTTON— Market | Depressed. | Quiet. | Dull. | Quiet. | Quiet. | Weak. |
| Broach, Good, per candy... | Rs. 226 | Rs. 228 | Rs. 228 | Rs. 230 | Rs. 228 | Rs. 223 to 226 |
| Hingunghaut, Good „ „ | ... | ... | ... | ... | ... | ... |
| Oomrawuttee, Good „ ... | „ 196 | „ 195 | „ 194 | „ 195 | „ 195 | „ 195 |
| „ F.G.F. „ ... | „ 185 | „ 186 | „ 185 | „ 186 | „ 189 | „ 188 |
| „ G.F. „ ... | „ 180 | „ 180 | „ 180 | „ 180 | ... | „ 181 |
| Akote, Best, „ ... | „ 201 | „ 202 | „ 202 | „ 205 | „ 205 | „ 205 |
| Bhownuggur, Good „ ... | „ 196 Apl. dly. | „ 195 | „ 193 | „ 193 | „ 191 | „ 190 |
| „ F.G.F. „ ... | „ 186 „ | „ 185 | „ 184 | ... | „ 183 | „ 183 |
| „ G.F. „ ... | ... | ... | ... | ... | „ 178 | ... |
| Dhollera, Good „ ... | „ 195 | „ 194 | „ 193 | „ 193 | „ 191 | „ 189 |
| „ F.G.F. „ ... | „ 185 | ... | „ 184 | „ 185 | „ 183 | „ 182 |
| „ G.F. „ ... | ... | ... | ... | ... | „ 178 | „ 176 |
| Bengals, Fine „ „ | „ 170 | „ 170 | „ 170 | „ 172 | „ 172 | „ 172 |
| „ F. Good „ ... | „ 160 | „ 158 | „ 158 | „ 162 | „ 163 | „ 162 |
| „ Good „ ... | „ 152 | „ 150 | „ 150 | „ 152 | „ 154 | „ 152 |
| „ F.G.F. „ ... | „ 145 | „ 145 | „ 145 | „ 146 | „ 148 | „ 147 |
| Gingelly Seed (White per candy of 5 cwts. ... ... | „ 32½ to 33 | „ 32 to 33 | „ 33½ to 34 | „ 34½ to 35 | „ 34 to 34½ | „ 34 to 34½ |
| Linseed (per cwt.) ... ... | „ 5-5 to 5 6 | „ 5-2 to 5-3 | „ 5-4 | „ 5-5 to 5-6 | „ 5-4 | „ 5-4 to 5-5 |
| Rapeseed „ ... ... | „ 5-12 to 5-13 | „ 5-10 to 5-11 | „ 5-11 to 5-12 | „ 5-11 to 5-12 | „ 5-10 to 5-11 | „ 5-10 to 5-11 |
| Wheat (White Pessy), No. 1 per candy of 756 lb. ... | „ 31 to 31½ | „ 30 to 30½ | „ 30½ to 31 | „ 31½ to 32 | „ 32 to 32½ | „ 32 to 32½ |
| Opium (Malwa) (per chest) Old | „ 1515 | „ 1475 to 1515 | „ 1475 to 1525 | „ 1500 | „ 1450 to 1500 | „ 1425 to 1515 |
| „ „ „ New | „ 1475 | „ 1325 to 1395 | „ 1350 to 1400 | „ 1475 | „ 1350 to 1400 | „ 1300 to 1400 |
| **FREIGHTS.** | | | | | | |
| Liverpool—Cotton, via Cape, (per ton=50 feet) ... | £1-15 to £2-7-6 | £2-5 to £2-7-6 | £2-7-6 | £2-7-6 to £2-10 | £2-7-6 to £2-10-6 | £2-10 to £2-12-6 |
| „ Cotton, via Suez Canal (per ton=40 feet)... | £1-13-9 | £1-12-6 | £1-12-6/£1-13-9 | £1-15 to £1-16-3 | £1 13-9 to £1-15 | £1-13-9 to £1-15 |
| London—M'ment cargo P. & O.... | £1-17-9 to £2-5 | £1-17-6 | £1-17-6 to £2 | £1-17-6 to £2 | £2-0 | £2-0 |
| „ Seed, „ „ ... | £1-15 | £1-15 | £1-15 | £1-16 3/£1 17-6 | £1-15 to £1-17-6 | £1-17-6 |
| „ M'ment „ Cl. Str.... | £1-15 | £1-13-9 to £1-15 | £1-15 | £1-15 to £1-17 6 | £1-15 to £1-17-6 | £1-16-3/£1-17-6 |
| „ Seed, „ „ ... | £1-12-6/£1-13-9 | £1-10 to £1-12-6 | £1-12-6 | £1-15 to £1-16-3 | £1-15 | £1-12-6/£1-16-3 |
| Havre—Cotton via Cl. per ton of 40 ft.) | £1-17-6 | £1-17-6 | £1-17-6 to £2-0 | £1-17-6/£1-18-9 | £1-17-6/£1-18-9 | £1-17-6/£1-18-9 |
| Trieste & Venice—Cotton „ „ | £1-12-6 to £2-0 | £2 to £2 2-6 | £2 to £2-5 | £2-5 | £2-5 to £2-7-6 | £2-5 to £2-10 |
| Marseilles and Genoa „ „ | £1-12-6/£1-17-6 | £2-0 | £1-15 to £2-1-3 | £2-2-6 to £2-5 | £2-2-6 to £2-3-9 | £2-2-6 to £2-3-9 |
| China, Steamer (per ton, 40 feet) | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15. | Rs. 15. | Rs. 15 |

## WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued*.

| Quotations. | Week ending 11th May. | Week ending 18th May. | Week ending 25th May. | Week ending 29th May. | Week ending 5th June. | Week ending 12th June. |
|---|---|---|---|---|---|---|
| EXCHANGE. | | | | | | |
| On England, Bank Bills Sight | 1s. 8 7/16 d. | 1s. 8 1/2 d. | 1s. 8 1/2 d. | 1s. 8 1/2 d. | 1s. 8 3/32 d. | 1s. 8 1/32 d. |
| ,, ,, 3 m'ths' ,, | 1s. 8 9/32 d. | 1s. 9/32 d. | 1s. 8 9/32 d. | 1s. 8 1/2 d. | 1s. 8 1/2 d. | 1s. 8 3/16 d. |
| ,, ,, 4 ,, ,, | 1s. 8 11/32 d. | 1s. 8 1/2 d. | 1s. 8 11/32 d. | 1s. 8 5/16 d. | 1s. 8 9/32 d. | 1s. 8 3/32 d. |
| ,, ,, 6 ,, ,, | 1s. 8 7/16 d. | 1s. 8 7/16 d. | ... | ... | ... | ... |
| First-class Credits ...3 ,, ,, | 1s. 8 1/32 d. | 1s 8 1/2 d. | 1s. 8 3/32 d. | 1s. 8 11/32 d. | 1s. 8 11/32 d. | 1s. 8 1/32 d. |
| ,, ,, 6 ,, ,, | 1s. 8 9/32 d. | 1s. 8 13/32 d. | 1s. 8 13/32 d. | 1s. 8 1/2 d. | 1s. 8 1/2 d. | 1s. 8 13/32 d. |
| Documents ... ...3 ,, ,, | 1s. 8 7/16 d. | 1s. 8 13/32 d. | 1s. 8 15/32 d. | 1s. 8 3/8 d. | 1s. 8 3/8 d. | 1s. 8 9/32 d. |
| ,, ,, 6 ,, ,, | 1s. 8 3/32 d. | 1s. 8 9/16 d. | 1s. 8 9/16 d. | 1s. 8 13/32 d. | 1s. 8 13/32 d. | 1s. 8 7/16 d. |
| Paris Francs Mercantile Bills ... ...3 ,, ,, | 2·15 | 2·14 3/4 | 2·14 1/2 | 2·14 1/4 | 2·14 | 2·13 1/2 |
| ,, ,, 6 ,, ,, | 2·17 | 2·16 3/4 | 2·16 1/2 | 2·16 1/4 | 2·16 | 2·15 1/2 |
| Banks, Calcutta, on Demand ... | 100 1/16 | 100 1/16 | 100 3/16 | 100 1/16 | 100 1/8 | 100 3/16 |
| China Mercantile Bills, 60 days' Sight. | 218 | 220 | 220 | 220 Noml. | 220 | 221 Nominal |
| Eng. Bar Gold, 100touch (per tola) | Rs. 19-5-6 | Rs 19-4-3 | Rs. 19-3 | Rs. 19-3-6 | Rs. 19-4-6 | Rs. 19-5-6 |
| Sovereigns ... ... ... | ,, 12·2 | ,, 12·1 | ,, 12·1 | ,, 12·1 | ,, 12·1 | ,, 12·1 |
| RATES OF DISCOUNT. | | | | | | |
| Bank Rate of Discount on Private Bills | 10 per cent. | 9 per cent. | 8 per cent. | 8 per cent. | 7 per cent. | 7 per cent. |
| ,, of Interest on Demand Loans on Govt. Securities | 8 ,, | 7 ,, | 6 ,, | 5 ,, | 6 ,, | 4 ,, |
| GOVERNMENT SECURITIES. | | | | | | |
| Four per cents ... ... ... | 100 3/4 | 101 1/16 d. | 102 1/4 | 102 | 101 7/8 | 102 1/16 |
| Four-and-a-half per cents. ... | 108 1/2 | 108 1/2 | 109 | 108 7/8 | 108 3/4 | 108 3/4 |
| IMPORTS. | | | | | | |
| Piece Goods— Market Duty Free, i.e. 30s and under. | Quiet | Quiet | Quiet | Quiet | Quiet | Steady |
| 7lb. 38-39in. Grey Shirtings (12 × 11 to 13 × 12) | Rs. 3-2 to 3-13 | Rs. 3-4 to 4 | Rs. 3-4 to 4 | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 |
| 8¼lb. ,, (12 × 12 to 16 × 14) | ,, 3-14 to 4-18 | ,, 3-12 to 4-12 | ,, 3-12 to 4-12 | ,, 3-12 to 4-12 | ,, 3-12 to 4-12 | ,, 3-12 to 4-12 |
| 3lb 32in. Madapollams (10 × 10) to (12 × 10) | ,, 1-7-6 to 1-10 | ,, 1-6 to 1-10 | ,, 1-6 to 1-10 | ,, 1-8 to 1-10 | ,, 1-8 to 1-10 | ,, 1-8 to 1-10 |
| No. 40s Mule Twist, per lb. ... | As. 8 to 8-3 | As. 8-1 1/2 | As. 8 3 to 8-4 1/2 | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 |
| No. 30s Water Twist, per lb. ... | ,, 8 | As. 7-10 1/2 to 8 | As. 8 to 8-3 | ,, 8 | ,, 8 | ,, 8 |
| Copper (Braziers), per cwt. ... | Rs. 47 | Rs. 47 1/4 | Rs. 47 3/4 | Rs. 48 steady | Rs. 47 1/2 | Rs. 47 1/2 |
| Yellow Metal ,, ... | ,, 36 1/2 | ,, 36 3/4 | ,, 36 3/4 | ,, 36 1/2 | ,, 36 3/4 | ,, 36 3/4 |
| Welsh Bar Iron, per candy ... | ,, 25 to 29 | ,, 25 to 29 | ,, 25 to 29 | ,, 25 to 29 | ,, 25 to 29 | ,, 25 to 29 |
| Staffordshire Bar Iron, per candy | ,, 27 to 32 | ,, 27 to 32 | ,, 27 to 32 | ,, 27 to 32 | ,, [illegible] | ,, [illegible] |
| Swedish Bar Iron . ,, ... | ,, 40 to 44 | ,, 40 to 44 | ,, 40 to 44 | ,, 40 to 44 | ,, | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Davison's West Hartley Coal (per ton) alongside | Rs. 14 to 14½ | Rs. 14½ to 14½ | Rs. 14½ to 14½ | Rs. 14½ to 14½ | Rs. 14 [illegible] | [illegible] to 13½ |
| Welsh Hartley Coal „ „ ... | „ 13½ to 13¾ | „ 13½ to 13¾ | „ 13 to 13½ | „ 13 to 13½ | „ 12½ [illegible] 13 | „ 15 to 15½ |
| Cardiff „ „ ... | „ 15 to 15½ | „ 15 to 15½ | „ 15 to 15½ | „ 15 to 15½ | „ 15 to 15½ | „ 15 to 15½ |
| **EXPORTS.** | | | | | | |
| Cotton— Market | Firm: | Quiet. | Steady. | Firm: | Firm. | Steady. |
| Broach, Good, per candy... | Rs. 225 | Rs. 230 | Rs. 228 to 230 | None | None | Nominal. |
| Hingunghaut, Good „ ... | ... | ... | ... | None | None | Nominal. |
| Oomrawuttee, Good „ ... | „ 195 | „ 192 to 195 | „ 195 to 196 | Rs. 195 | Rs. 193 to 196 | Rs. 197 to 199 |
| „ FGF. „ ... | „ 188 | „ 186 to 190 | „ 190 | „ 190 | „ 188 to 192 | „ 190 to 193 |
| „ G.F. „ ... | „ 182 | „ 182 to 184 | „ 182 | „ 185 | „ 182 to 185 | „ 185 to 187 |
| Akote, Best „ ... | „ 205 | „ 203 to 205 | ... | „ 205 | None | Nominal. |
| Bhownuggur, Good „ ... | „ 191 | „ 192 to 194 | „ 192 to 193 | „ 194 | „ 193 to 194 | „ 195 to 197 |
| „ F.G.F. „ ... | „ 183 | „ 186 | „ 185 to 186 | „ 185 to 187 | „ 187 | „ 188 to 190 |
| „ G.F. „ ... | „ 176 | ... | ... | ... | None | Nominal. |
| Dhollera, Good „ ... | „ 191 | „ 192 to 194 | ... | „ 192 to 194 | „ 192 to 194 | „ 190 to 193 |
| „ F.G.F. „ ... | „ 183 | „ 186 | ... | „ 185 | „ 185 | „ 185 to 188 |
| „ G.F. „ ... | „ 176 | ... | „ 177 | ... | ... | „ 180 to 183 |
| Bengals, Fine „ ... | „ 172 | ... | ... | None | None | Nominal |
| „ F. Good „ ... | „ 162 | „ 162 | ... | „ 162 | „ 165 | „ |
| „ Good „ ... | „ 152 | „ 155 | ... | „ 155 | „ 195 | „ |
| „ F.G.F. „ ... | „ 147 | „ 141 | ... | „ 142 to 144 | „ 145 | „ |
| Gingelly Seed (White per candy of 6 cwts.) ... ... | „ 34 to 35 | „ 34 to 35 | „ 34½ to 35 | „ 34½ to 35 | „ 33 to 34 | „ 34 to 35 |
| Linseed (per cwt.) ... ... | „ 5-5 to 5-6 | „ 5-5 to 5-6 | „ 5-8 to 5-9 | „ 5-8 to 5-9 | „ 5-7 to 5-7½ | „ 5-7 to 5-8 |
| Rapeseed „ ... ... ... | „ 5-13 to 5-14 | „ 5-13 to 5-14 | „ 5-14 to 5-15 | „ 5-14 to 5-15 | „ 5-15 to 6-0 | „ 6-1 to 6-2 |
| Wheat (White Pessy), No. 1 per candy of 756 lb. ... | „ 32½ to 33 | „ 32½ to 33 | „ 33 to 33½ | „ 33½ to 34 | „ 32½ to 33 | „ 32½ to 33 |
| Opium (Malwa) (per chest) Old | „ 1450 to 1525 | „ 1450 to 1525 | „ 1475 to 1515 | „ 1450 to 1525 | „ 1450 to 1525 | „ 1450 to 1525 |
| „ „ „ New | „ 1325 to 1425 | „ 1325 to 1425 | „ 1375 to 1400 | „ 1350 to 1425 | „ 1350 to 1425 | „ 1350 to 1425 |
| **FREIGHTS.** | | | | | | |
| Liverpool—Cotton, via Cape (per ton=50 feet)... | £2 to £2-12-6 | £2 to £2-12-6 | £2-5 | £2-5 to £2-7-6 | £2-5 to £2-7-6 | £2 to £2-2-6 |
| „ Cotton via Suez Canal (per ton=40 feet) ... | £1-10 to £1-12-6 | £1-10 to £1-12-6 | £1-10 | £1-10 | £1-5 to £1-7-6 | £1-5 |
| London—M'mont cargo P. & O. .. | £1-15 to £1-17-6 | £1-15 to £2-0 | £1-15 to £2-0 | £1-15 to £1-17-6 | £1-10 to £1-17-6 | £1-15 to £1-17-6 |
| „ Seed, „ „ ... | £1-15 to £1-15-9 | £1-13-9 to £1-17-6 | £1-12-6 to £1-15 | £1-12-6 to £1-15 | £1-10 to £1-15 | £1-10 |
| „ M'ment „ Cl. Str. ... | £1-12-6 to £1-15 | £1-10 to £1-13-9 | £1-12-6 to £1-15 | £1-12-6 | £1-10 to £1-12-6 | £1-10 to £1-12-6 |
| „ Seed, „ „ ... | £1-12-6 | £1-12-6 | £1-11-3 to £1-15 | £1-10 to £1-11-3 | £1-10 | £1-10 |
| Havre—Cotton via Cl. (per ton of 40 ft.) | £1-16-3 to £1-17-6 | £1-15 to £2 | £1-13-9 to £1-17-6 | £1-15 | £1-12-6 to £1-15 | £1-10 to £1-12-6 |
| Trieste & Venice—Cotton „ „ | £2-5 to £2-7-6 | £2-5 to £2-10 | £2-5 to £2-7-6 | £2-5 to £2-7-6 | £2-2-6 to £2-5 | £2-2-6 |
| Marseilles & Genoa „ „ | £2 to £2-5 | £2 to £2-7-6 | £2 | £2 | £1-18-9 to £2-0 | £1-15 to £2-0 |
| China, Steamer (per ton, 40 feet) | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 12 to 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued.*

| Quotations. | Week ending 19th June. | Week ending 26th June. | Week ending 3rd July. | Week ending 10th July. | Week ending 17th July. | Week ending 24th July. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills Sight | 1s. $7\frac{29}{32}$d. | 1s. $8\frac{1}{32}$d. | 1s. 8d. | 1s. $7\frac{31}{32}$d. | 1s. $7\frac{15}{16}$d. | 1s. 8d. |
| „ „ 3 m'ths „ | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{3}{32}$d. | 1s. $8\frac{1}{16}$d. | 1s. $8\frac{1}{32}$d. |
| „ „ 4 „ „ | 1s. $8\frac{3}{32}$d. | 1s. $8\frac{1}{16}$d. | 1s. $8\frac{5}{32}$d. | 1s. $8\frac{1}{16}$d. | 1s. $8\frac{3}{32}$d. | 1s. $8\frac{5}{32}$d. |
| First class Credits ...3 „ „ | 1s. $8\frac{3}{32}$d. | 1s. $8\frac{7}{32}$d. | 1s. $8\frac{9}{32}$d. | 1s. $8\frac{1}{16}$d. | 1s. $8\frac{3}{16}$d. | 1s. $8\frac{7}{32}$d. |
| „ „ 6 „ „ | 1s. $8\frac{1}{16}$d. | 1s. 8d. | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{1}{32}$d. | 1s. $8\frac{3}{32}$d. |
| Documents ... ...3 „ „ | 1s. $8\frac{3}{16}$d. | 1s. $8\frac{9}{32}$d. | 1s. $8\frac{7}{32}$d. | 1s. $8\frac{3}{32}$d. | 1s. $8\frac{7}{32}$ to $\frac{1}{4}$d. | 1s. $8\frac{1}{4}$d. |
| „ „ 6 „ „ | 1s. $8\frac{11}{32}$d. | 1s. $8\frac{7}{16}$d. | 1s. $8\frac{3}{16}$d. | 1s. $8\frac{3}{16}$d. | 1s. $8\frac{3}{8}$ to $\frac{13}{32}$d. | 1s. $8\frac{13}{32}$d. |
| Paris Francs Mercantile Bills ... ...3 „ „ | 2·13½ | 2·13½ | 2·13½ | 2·13 | 2·12½ | 2·13¼ |
| „ „ 6 „ „ | 2·15¼ | 2·15½ | 2·15½ | 2·15 | 2·14½ | 2·15½ |
| Banks, Calcutta, on Demand ... | $100\frac{1}{16}$ | $100\frac{1}{32}$ | 100 | $100\frac{1}{16}$ | 100 | 100 |
| China Mercantile Bills, 60 days' Sight. | 222 | 224 | 223 | 223 Nominal | 222 Nominal | Nominal |
| Eng Bar Gold, 00 touch (per tola) | Rs. 19-6 | Rs. 19-5 | Rs. 19-5-3 | Rs. 19-5 | Rs. 19-5-3 | Rs. 19-5-6 |
| Sovereigns ... ... ... | „ 12-2 | „ 12-1 | „ 12-1 | „ 12-1-3 | „ 12-1-6 | „ 12-11 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills | 5 per cent. | 6 per cent. | 7 per cent. | 6 per cent. | 7 per cent. | 7 per cent. |
| „ of Interest on Demand on Govt. Securities | 3 „ | 3 to 4 „ | 3½ to 4 per cent. | 4 „ | 4 „ | 3½ to 4 „ |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 102 | $101\frac{15}{16}$ | $100\frac{15}{16}$ to 101 | 100 | $100\frac{7}{8}$ to $100\frac{5}{8}$ | $100\frac{3}{4}$ |
| Four-and-a-half per cents. ... | $108\frac{3}{4}$ | $108\frac{1}{2}$ | 108 | $107\frac{1}{2}$ Nominal | $107\frac{1}{2}$ | $107\frac{1}{2}$ |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market | Quiet. | Better feeling. | Quiet but steady | Steadier. | Firm. | Quiet but steady. |
| 7lb. 38-39 inch Grey Shirtings (12×11 to 13×12) | Rs. 3-4 to 3-1¼ | Rs 3-4 to 3-14. | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 |
| 8½lb. „ (12×12 to 16×14) | „ 3-12 to 4-12 | „ 3-12 to 4-12 | „ 3-12 to 4-12 | „ 3-12 to 4-12 | „ 3-12 to 4-12 | „ 3-12 to 4-12 |
| 8lb. 32in. Madapollams (10×10 to 12×10) | „ 1-8 to 1-10 | „ 1-8 to 1-10 | „ 1-8 to 1-10 | „ 1-8 to 1-10 | „ 1-8 to 1-10 | „ 1-8 to 1-10 |
| No. 40s Mule Twist, per lb. ... | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 |
| No. 30s Water „ „ ... | „ 8 | „ 8 | „ 8 | „ 8 | „ 8 | „ 8 |
| Copper (Braziers), per cwt. ... | Rs. 47 to 47¼ | Rs. 46½ | Rs. 46¼ | Rs. 47 | Rs. 47½ | Rs. 47½ to 48 |
| Yellow Metal „ ... | „ 36¼ | „ 36¼ | „ 36¾ | „ 36¼ | „ 36¼ | „ 36½ to 37 |
| Welsh Bar Iron, per candy ... | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 |
| Staffordshire Bar Iron, per candy | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 |
| Swedish Bar Iron „ ... | „ 40 to 44 | „ 40 to 44 | „ 40 to 44 | „ 40 to 44 | „ 40 [illegible] | „ [illegible] 44 |
| Davison's West Hartley Coal | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Cardiff Coal | „ „ ... | „ 15 to 15¼ | „ 15¼ | „ 16 to 17 | „ 18 to 19 | „ [illegible] |
| **EXPORTS.** | | | | | | |
| COTTON— | Market | Steady. | Strong. | Firm. | Strong. | Quiet. |
| Broach, Good, ... ... ... | | None. | None. | None. | None. | None. |
| Hingunghaut, Good ... ... | | None. | None. | None. | None. | None. |
| Oomrawuttee, Good ... ... | | „ 199 | „ 200 | „ 203 | „ 203 | „ 203 |
| „ F.G.F. ... ... | | „ 194 to 195 | „ 192 to 193 | „ 196 | „ 198 | „ 196 |
| „ G.F. ... ... | | None. | „ 187 to 189 | „ 190 Noml. | „ 190 | „ 190 |
| Akote, Best, ... ... ... | | None. | None. | „ 212 „ | None. | None. |
| Bhownuggur Good ... ... | | „ 195 | „ 200 | „ 202 to 203 | „ 203 | „ 203 |
| „ F.G.F. ... ... | | „ 188 | „ 191 to 193 | „ 195 to 196 | „ 198 | „ 196 |
| „ G.F. ... ... | | None. | None. | None. | „ 190 | „ 190 |
| Dhollera, Good ... ... | | „ 194 | „ 198 | None. | None. | None. |
| „ F.G.F. ... ... | | „ 187 | „ 190 to 192 | None. | None. | None. |
| „ G.F.... ... ... | | None. | None. | None. | None. | None. |
| Bengals, Fine ... ... ... | | None. | None. | None. | None. | None. |
| „ F. Good ... ... | | None. | None. | None. | None. | None. |
| „ Good ... ... ... | | None. | None. | None. | None. | None. |
| „ F.G.F.... ... ... | | None. | None. | None. | None. | None. |
| Saw Ginned Dharwar, Good ... | | „ 208 | „ 206 | „ 209 | „ 210 | „ 208 |
| „ „ F.G.F... | | „ 200 | None. | None. | None. | None. |
| Westerns, Good ... .. | | „ 188 | „ 192 to 193 | „ 193 | „ 192 | „ 195 |
| „ F.G.F... ... ... | | „ 183 | „ 189 | „ 188 | „ 187 | „ 190 |
| „ G.F. ... ... | | „ 178 | „ 183 | „ 183 | None. | „ 186 |
| Gingelly Seed, (P cdy. of 5 cwt) | | „ 32½ to 33 | „ 34 to 35 | „ 34 to 35 | „ 34 to 35 | „ 33½ to 34 |
| Linseed (per cwt.) ... ... | | „ 5-8 | „ 5-9 to 5-10 | „ 5-9 to 5-10 | „ 5-8 to 5-9 | „ 5-8 to 5-9 |
| Rapeseed „ ... ... | | „ 6-4 | „ 6-7 to 6-8 | „ 6-6 to 6-7 | „ 6-7 to 6-8 | „ 6 6 to 6-7 |
| Wheat (White Pessy), No. 1 per candy of 756 lb.... | | „ 33 | „ 33 to 33½ | „ 32½ to 33 | „ 32½ to 33 | „ 32½ to 33 |
| Opium (Malwa) (per chest) Old | | „ 1450 to 1525 | „ 1500 | „ 1475 | „ 1450 | „ 1450 |
| „ „ „ New | | „ 1350 to 1425 | „ 1425 | „ 1385 | „ 1370 | „ 1350 |
| **FREIGHTS.** | | | | | | |
| Liverpool—Cotton via Cape ℗ ton=50 ft | | £1-15 to £2-0 | £1-17-6 to £2-0 | £1-15 | £2-0 | £2-7-6 |
| „ Cotton via Suez Canal ℗ ton=40 ft | | £1-5 | £1-5 | £1-5 | £1-7 6 Noml. | £1-5 |
| London—M'ment cargo P.&O. Co. | | £1-15 to £2-0 | £1-10 to £1-15 | £1-10 | £1-10 to £2 0 | £1-15 to £2-0 |
| „ Seed, „ „ ... | | £1-10 | £1-10 | £1-10 Noml. | £1-5 to £2-0 | £1-15 to £2-0 |
| „ M'ment „ Cl. Str.... | | £1-10 | £1-8-9 to £1-10 | £1-5 | £1-7-6 to £1-10 | £1-10 |
| „ Seed, „ „ ... | | £1-10 | £1-7-6 to £1-10 | £1-3-9 | £1-5 to 1 10 | £1-10 |
| Havre—Cotton via Cl. (per ton of 40 ft.) | | £1-10 | £1-10 | £1-10 | £1-10 Noml. | £1-10 to £1-15 |
| Trieste & Venice—Cotton „ „ | | £2 to £2-2 6 | £2-0 | £2-0 | £2-2-6 to £2-5 | £2-2-6 to £2-10 |
| Marseilles & Genoa „ „ | | £1-15 to £2-0 | £1-15 to £1-17 | £1-17-6 | £2 to 2-2-6 | £2-0 |
| China, Steamer (per ton, 40 feet) | | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 12 to 15 | Rs. 15 |

| | |
|---|---|
| Cardiff Coal „ „ ... | „ 203 to 204 |
| **EXPORTS.** | |
| COTTON— | Quiet. |
| Broach, Good, ... ... ... | None. |
| Hingunghaut, Good ... ... | None. |
| Oomrawuttee, Good ... ... | „ 203 to 204 |
| „ F.G.F. ... ... | „ 195 to 196 |
| „ G.F. ... ... | „ 188 to 189 |
| Akote, Best, ... ... ... | „ 210 to 212 |
| Bhownuggur Good ... ... | „ 202 to 204 |
| „ F.G.F. ... ... | „ 195 to 196 |
| „ G.F. ... ... | „ 187 to 188 |
| Dhollera, Good ... ... | „ 201 to 202 |
| „ F.G.F. ... ... | „ 193 to 194 |
| „ G.F.... ... ... | „ 186 to 187 |
| Bengals, Fine ... ... ... | None. |
| „ F. Good ... ... | None. |
| „ Good ... ... ... | None. |
| „ F.G.F.... ... ... | None. |
| Saw Ginned Dharwar, Good ... | „ 210 to 212 |
| „ „ F.G.F... | „ 206 to 207 |
| Westerns, Good ... .. | „ 195 |
| „ F.G.F... ... ... | „ 190 |
| „ G.F. ... ... | „ 185 |
| Gingelly Seed, (P cdy. of 5 cwt) | „ 35 |
| Linseed (per cwt.) ... ... | „ 5 9 to 5-10 |
| Rapeseed „ ... ... | „ 6-7 to 6-8 |
| Wheat (White Pessy), No. 1 per candy of 756 lb.... | „ 32½ to 33 |
| Opium (Malwa) (per chest) Old | „ 1425 |
| „ „ „ New | „ 1315 |
| **FREIGHTS.** | |
| Liverpool—Cotton via Cape ℗ ton=50 ft | £2-7-6 |
| „ Cotton via Suez Canal ℗ ton=40 ft | £1-6-3 to £1-7-6 |
| London—M'ment cargo P.&O. Co. | £2-0 |
| „ Seed, „ „ ... | £1-15 to £2-0 |
| „ M'ment „ Cl. Str.... | Nominal. |
| „ Seed, „ „ ... | Nominal. |
| Havre—Cotton via Cl. (per ton of 40 ft.) | £1-13-9 |
| Trieste & Venice—Cotton „ „ | £2-5 |
| Marseilles & Genoa „ „ | £2 to £2-2 6 |
| China, Steamer (per ton, 40 feet) | Rs. 12 to 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued*.

| Quotations. | Week ending 31st July. | Week ending 7th August. | Week ending 14th August. | Week ending 21st August. | Week ending 28th August. | Week ending 4th September. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills Sight | 1s. 8d. | 1s. 8d. | 1s. 7 31/32 d. | 1s. 8 1/32 d. | 1s. 8 1/32 d. | 1s. 8 1/32 d. |
| " " 3 m'ths' | 1s. 8 1/8 d. | 1s. 8 1/8 d. | 1s. 8 1/32 d. | 1s. 8 7/32 d. | 1s. 8 1/4 d. | 1s. 8 7/32 d. |
| " " 4 " | 1s. 8 3/16 d. | 1s. 8 3/16 d. | 1s. 8 3/16 d. | 1s. 8 9/32 d. | 1s. 8 5/16 d. | 1s. 8 9/32 d. |
| " " 6 " | ... | ... | 1s. 8 5/16 d. | 1s. 8 3/8 d. | ... | ... |
| First-class Credits... 3 " | 1s. 8 1/4 d. | 1s. 8 5/16 d. | 1s. 8 7/32 d. | 1s. 8 9/32 d. | 1s. 8 11/32 d. | 1s. 8 5/16 d. |
| 6 " | 1s. 8 1/32 d. | 1s. 8 1/8 d. | 1s. 8 1/32 d. | 1s. 8 1/32 d. | 1s. 8 3/8 d. | 1s. 8 12/32 d. |
| " " 6 " | 1s. 8 5/32 d. | 1s. 8 1/4 d. | 1s. 8 1/4 d. | 1s. 8 5/32 d. | 1s. 8 3/8 d. | 1s. 8 1/32 d. |
| Documents ... 3 " | 1s. 8 7/32 d. | 1s. 8 3/32 d. | 1s. 8 7/16 d. | 1s. 8 3/16 d. | 1s. 8 21/32 d. | 1s. 8 21/32 d. |
| " ... ... 6 " | | | | | | |
| Paris Francs Mercantile Bills ... ... 3 " | 2·13 3/4 | 2·13 1/2 | 2·13 1/2 | 2·14 | 2·14 1/4 | 2·14 1/4 |
| " " ... 6 " | 2·15 1/2 | 2·15 1/2 | 2·15 1/2 | 2·16 | 2·16 1/4 | 2·16 1/2 |
| Banks, Calcutta, on Demand ... | 100 1/16 | 100 1/16 | 100 1/2 | 100 1/16 | 100 1/8 | 100 1/8 |
| China Mercantile Bills, 60 days' Sight. | 225 | 221 | 221 Nml. | 221 Nml. | 220 Nominal. | 221 Nominal. |
| Eng Bar Gold, 100 touch (per tola) | Rs 19-5-3 | Rs. 19-5 6 | Rs 19-5-3 | Rs. 19-5 | Rs. 19-4-9 | Rs. 19-4-6 |
| Sovereigns ... ... ... | " 12-1-3 | " 12-1 | " 12-1 | " 12-1 | " 12-2-9 | " 12-1 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. |
| " of Interest on Demand on Govt. Securities ... | 4 " | 3 1/2 to 4 " | 3 " | 3 " | 4 " | 3 " |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 100 5/8 | 100 1/4 | 100 3/16 to 100 1/4 | 100 1/4 | 100 3/8 | 100 1/4 |
| Four-and-a-half per cents ... | 107 1/2 Nml. | 107 1/4 | 107 1/4 | 107 5/16 | 107 1/8 | 107 1/8 |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market | Quiet but steady. | Quiet but steady. | Quiet. | Quiet but steady. | Quiet. | Quiet but steady. |
| 7lb. 38-39 in. Gray Shirtings (12×11 to 13×12) | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 | Rs. 3-4 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 |
| 8 1/2 lb. " (12×12 to 16×14) | " 3-12 to 4-12 | " 3-12 to 4-12 | " 3-12 to 4-12 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 |
| 31b. 32in. Madapollams (10×10 to 12×10) | " 1-8 to 1-10 | " 1-8 to 1-10 | " 1-8 to 1-10 | " 1-8 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 |
| No. 40s Mule Twist, per lb. ... | As. 8 to 8-3 | As. 8 to 8-3 | As. 8 to 8-3 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 |
| No. 30s Water Twist " ... | " 8 | " 8 | " 8 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 |
| Copper (Braziers), per cwt. ... | Rs. 47 1/2 Nml. | Rs. 47-14 | Rs. 47-14 | Rs. 47-12/47-14 | Rs. 48-8 | Rs. 48 to 4 |
| Yellow Metal do. ... | " 36 1/2 to 36-10 | " 36-10 | " 36-10 | " 36 1/2 to 36-9 | " 36-4 | " 36 to 6 |
| Welsh Bar Iron, per candy ... | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 |
| Staffordshire Bar Iron, per candy | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 |
| Swedish Bar Iron " ... | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 [illegible] | " [illegible] |
| Davison's West Hartley Coal | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Welsh Hartley Coal | Rs. 15 to 15½ | Rs. 15½ to 16 | Rs. 15½ | Rs. 16 to 16½ | Rs. | |
| Cardiff Coal | „ 17½ to 19 | „ 17½ to 19 | „ 17½ | „ 17½ to 18½ | „ 17 | |
| **EXPORTS.** | | | | | | |
| Cotton— Market | Quiet. | Quiet. | Unchanged. | Steady. | Steady. | Dull. |
| Broach, Good | None. | None. | None. | None. | None. | None. |
| Hingunghat, Good | None. | None. | None. | None. | None. | None. |
| Oomrawuttee, Good | Rs. 202 to 203 | Rs. 203 | Rs. 203 | Rs. 202 | Rs. 202 | Rs. 190 |
| „ F.G.F. | „ 196 to 198 | „ 194 to 195 | „ 196 to 197 | „ 196 | „ 196 | „ 180 |
| „ G.F. | „ 188 to 189 | „ 186 | „ 186 to 187 | „ 188 | „ 186 | None. |
| Akote, Best | „ 212 to 214 | „ 212 | „ 212 | „ 210 | „ 208 | None. |
| Bhownuggur, Good | „ 203 to 204 | „ 203 | „ 203 | „ 202 | „ 201 | Rs. 190 |
| „ F.G.F. | „ 196 to 197 | „ 194 to 195 | „ 196 to 197 | „ 196 | „ 195 to 196 | „ 180 |
| „ G.F. | „ 188 to 189 | „ 186 | „ 186 to 187 | „ 188 | „ 185 to 186 | „ 200 to 202 |
| Dhollera, Good | „ 201 to 202 | None. | None. | None. | None. | „ 190 |
| „ F.G.F. | „ 195 to 196 | None. | None. | None. | None. | „ 180 |
| „ G.F. | „ 185 to 186 | None. | None. | None. | None. | None. |
| Bengals, Fine | None. | None. | None. | None. | None. | None. |
| „ F. Good | None. | None. | None. | None. | None. | None. |
| „ Good | None. | None. | None. | None. | None. | None. |
| „ F.G.F. | None. | None. | None. | None. | None. | None. |
| Saw Ginned Dharwar Good | Rs. 210 to 211 | Rs. 208 | Rs. 206 Noml. | Rs. 203 | Rs. 205 | Rs. 185 |
| „ „ F.G.F. | „ 203 to 204 | None. | None. | None | None | „ 178 to 180 |
| Westerns Good | „ 192 to 193 | Rs. 195 | Rs. 194 to 195 | Rs. 194 to 195 | Rs. 194 to 195 | „ 33 to 34 |
| „ F.G.F. | „ 187 to 188 | „ 190 | „ 188 to 189 | „ 188 to 189 | „ 188 to 189 | „ 5-8 |
| „ G.F. | „ 180 to 181 | „ 180 | „ 180 | „ 180 | „ 182 | „ 6-4 to 6 5 |
| Gingelly Seed, (Candy of 5 cwt) | „ 34 to 35 | „ 35 to 35½ | „ 35 to 36 | „ 35 to 36 Nl. | „ 35 to 36 | |
| Linseed (per cwt.) | „ 5-9 to 5-9-6 | „ 5-7-6 to 5-8 | „ 5-7-6 to 5-8 | „ 5-8 | „ 5-8 | |
| Rapeseed „ | „ 6-6 to 6-7 | „ 6-4 to 6-5 | „ 6-4 to 6-5 | „ 5-12 to 6-7 | „ 6 to 6-5 | |
| Wheat (White Pessy), No. 1 per candy of 756 lb. | „ 32½ to 33 | „ 32 to 32½ | „ 32 to 32½ | „ 33 to 33½ | „ 31 to 31½ | „ 30½ to 31 |
| Opium (Malwa) (per chest) Old | „ 1420 | „ 1325 | „ 1325 | „ 1325 | „ 1320 | „ 1310 |
| „ „ „ New | „ 1320 | „ 1250 | „ 1250 | „ 1250 | „ 1250 | „ 1240 |
| **FREIGHTS.** | | | | | | |
| Liverpool—Cotton via Cape ton=50 ft | £2-2-6 Noml. | Nil. | £1-17-6 Noml. | Nil. | Nil. | Nil. |
| „ Cotton via Suez Canal ton=40 ft | £1-15 to £2 „ | £2 | Nil. | £1-15 | £1-15 to £1-17 | £1-12-6 |
| London—M'ment cargo, P. & Co. | £2 „ | £2 | £2 | £2 | £2 | £1-15 |
| „ Seed, „ „ | £2 „ | £2 | £1-16-3 to £1-17-6 | £1-15 to £1-17-6 | £1-15 | £1-10 |
| „ M'ment „ Cl. Str. | £2-5 „ | Nil. | £1-17-6 to £2 | Nil. | £2 | £1-15 |
| „ Seed, „ „ | £2 „ | Nil. | £1-15 | Nil. | £1-15 | £1-10 |
| Havre—Cotton via Cl. (per ton of 40 ft.) | £1-15 to £2 „ | Nil. | Nil. | Nil. | £2-5 | £1-12-6 |
| Trieste & Venice—Cotton „ „ | £2-5 | £2-5 | £2-5 | £2-5 | £2-5 | £2-5 |
| Marseilles & Genoa „ „ | £2-5 | £2-2 to £2-5 | £2-2-6 to £2-5 | £2-5 | £2 to 2-5 | £1-7-6 to £2-5 |
| China, Steamer (per ton, 40 feet) | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 12 to Rs. 15 | Rs. 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued.*

| Quotations. | Week ending 11th September. | Week ending 15th September. | Week ending 28th September. | Week ending 5th October. | Week ending 12th October. | Week ending 19th October. |
|---|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | | |
| On England, Bank Bills Sight | 1s. 8d. | 1s. 7 11/16d. | 1s. 7 11/16d. | 1s. 7 11/16d. | 1s. 7 11/16d. | 1s. 7 11/16d. |
| " " 3 m'ths' " | 1s. 8 3/32d. | 1s 8 3/32d. | 1s. 8 5/32d. | 1s. 8 1/16d. | 1s. 8 1/16d. | 1s. 8 1/16d. |
| " " 4 " " | 1s. 8 9/32d. | 1s. 8 7/32d. | 1s. 8 3/32d. | 1s. 8 1/32d. | 1s. 8 3/32d. | 1s. 8 1/32d. |
| First-class Credits... 3 " " | 1s. 8 5/16d. | 1s. 8 5/16d. | 1s. 8 1/4d. | 1s. 8 3/16d. | 1s. 8 1/8d. | 1s. 8 3/16d. |
| " " 6 " " | 1s. 8 5/16d. | 1s. 8 1/4d. | 1s. 8 1/4d. | 1s. 8 1/16d. | 1s. 8 1/8d. | 1s. 8 3/16d. |
| Documents ... 3 " " | 1s. 8 3/16d. | 1s. 8 3/16d. | 1s. 8 1/4d. | 1s. 8 1/16d. | 1s. 8 5/32d. | 1s. 8 5/32d. |
| " ... " 6 " " | 1s. 8 3/16d. | 1s. 8 1/4d. | 1s. 8 5/16d. | 1s. 8 1/16d. | 1s. 8 3/32d. | 1s. 8 3/32d. |
| Paris Francs Mercantile Bills... ... 3 " " | 2·14 1/4 | 2·14 1/4 | 2·14 | 2·13 1/2 | 2·12 1/4 | 2·12 1/4 |
| " " ... 6 " " | 2·16 1/4 | 2·16 1/4 | 2·16 | 2·15 1/2 | 2·14 1/2 | 2·14 1/4 |
| Banks, Calcutta, on Demand ... | 100 1/8 | 100 1/8 | 100 1/8 | 100 1/8 | 100 1/8 | No quotation. |
| China Mercantile Bills, 60 days' Sight | 221 Noml. | 220 | 221 Noml. | 221 Noml. | 221 Noml. | 221 Noml. |
| Eng. Bar Gold, 100 touch (per tola) | Rs. 19-4-3 | Rs. 19-4-9 | Rs. 19-5-3 | Rs. 19-5-3 | Rs. 19-6-6 | Rs. 19-7-3 |
| Sovereigns ... ... ... | " 12-1 9 | " 12-2-9 | " 12-1-9 | " 12-2-9 | " 12 2-6 | " 12-2-9 |
| **RATES OF DISCOUNT.** | | | | | | |
| Bank Rate of Discount on Private Bills. | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. | 6 per cent. |
| " of Interest on Demand on Govt. Securities. | 3 " | 4 " | 4 " | 4 " | 4 " | 4 " |
| **GOVERNMENT SECURITIES.** | | | | | | |
| Four per cents. ... ... ... | 100 1/8 | 100 1/16 | 99 1/4 | 99 1/4 | 99 1/4 | 99 1/4 |
| Four-and-a-half per cents ... | 107 1/8 | 107 1/8 | 106 1/4 | 106 1/4 | 106 1/4 | 107 |
| **IMPORTS.** | | | | | | |
| Piece Goods— Market | Quiet. | Quiet. | Steady. | Quiet. | Steady. | Quiet but steady |
| 7lb. 38-39in. Grey Shirtings (12×11 to 13×12) | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 |
| 8 1/4lb. " (12×12 to 16×12) | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 |
| 3lb. 32in. Madapollams (10×10 to 12×10) | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 |
| No. 40s Mule Twist, per lb. ... | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 |
| No. 30s Water Twist, per lb. ... | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 |
| Copper (Braziers), per cwt. ... | Rs. 47-14 to 48 | Rs. 47-14 | Rs. 48-2 | Rs. 48-4 to 48-6 | Rs. 48-4 | Rs. 48-4 |
| Yellow Metal " ... | " 36 to 36-1 | " 36-2 | " 36-2 | " 36-2 | " 36-2 | " 36-2 |
| Welsh Bar Iron, per candy ... | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 |
| Staffordshire Bar Iron, per candy | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 |
| Swedish Bar Iron " ... | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 to 44 |
| Davison's W.H. Coal (per ton) alongside | " 16 to 16 1/4 | " 16 to 16 1/4 | " 16 to 16 1/4 | " 16 | " 16 | " to 16 1/4 |
| Welsh Hartley Coal " " | " 15 to 15 1/4 | " 15 to 15 1/4 | " 14 1/4 to 15 | " 14 1/4 to 15 | " 14 | |
| Cardiff " " | " 17 to 17 1/4 | " 16 1/4 to 17 1/4 | " 16 1/4 to 17 | " 16 1/4 to 17 1/4 | " 16 | |

## EXPORTS.

| COTTON— | Market | Quiet. | Quiet. | Dull. | Dull. | Ar… | …eb.- |
|---|---|---|---|---|---|---|---|
| Broach, Good ... ... ... | | None | None | {Rs. 226 to 227 New Nominal. | Rs. 219/221 New } Feb.March dly. } | Rs. 226 … | …d New Crop |
| Hingunghaat, Good ... ... | | None | None | Rs. 225 ,, | {Rs. 223 New } Dec.-Jan. dly. } | ,, 222 Dec. ,, | Rs. 220 to 222 Dec. } Jan. New Crop |
| Oomrawuttee, Good ... ... | | Rs. 198 to 202 | Rs. 202 Nl. | Rs. 198 to 200 New | Rs. 194 New ,, | ,, 198 ,, ,, | Rs. 192 Jan. Feb. ,, |
| ,, F.G.F. ... ... | | ,, 188 to 192 | ,, 193 | ,, 190 New | Rs. 186 New ,, | ,, 190 Jan. ,, | {Rs. 186/186 Jan. Feb New Crop |
| ,, G.F. ... ... | | ,, 180 to 185 | ,, 184 | ,, 182 ,, Nl. | ,, 180 Nl. | None | Rs. 180 Jan. Feb ,, |
| Akote, Best ... ... ... | | None | None | ,, 205/203 ,, Nl. | {Rs. 204 Dec. } Jan. dly. } | ,, 205 Jan. dly. | Rs. 202 March ,, |
| Bhownuggur, Good ... ... | | None | ,, 202 | ,, 197 New | Rs. 193 Old Rdy. | ,, 195 Apl. ,, | ,, 193/194 Rdy. Old |
| ,, F.G.F. ... ... | | None | ,, 195 | ,, 190 ,, | ,, 182 to 183 ,, | ,, 190 ,, ,, | ,, 185 ,, |
| ,, G.F. ... ... | | None | ,, 185 | ,, 180 ,, | ,, 173 to 174 ,, | None | ,, 175 ,, |
| Dhollera, Good ... ... | | ,, 199 to 203 | None | None | None | None | ,, 190 to 191 ,, |
| ,, F.G.F. ... ... | | ,, 180 to 190 | None | None | None | None | ,, 180 to 182 ,, |
| ,, G.F. ... ... | | None | None | None | None | None | ,, 171 to 172 ,, |
| Bengals, Fine ... ... | | None | None | {Rs. 180 to 185 New Nominal } | ,, 180 Nl. | ,, 180 Nl. | {Rs. 170 Dec. Jan. New Crop |
| ,, Fully Good ... ... | | None | None | None | ,, 170 Nl. | ,, 170 Nl. | ,, 162 to 163 ,, |
| ,, Good ... ... ... | | {Rs. 170 Dec. New Crop } | None | Rs. 160 to 165 New Nl | ,, 160 Nl. | ,, 160 Nl. | ,, 155 ,, |
| ,, Fully G.F. ... ... | | None | None | None | None | None | ,, 148 to 149 ,, |
| Sawginned Dharwar, Good ... | | None | None | None | {Rs. 200 Old Dec. dly. } | None | {Rs. 194 Nov. Dec. Old |
| ,, F.G.F. ... | | None | ,, 203 | None | Rs. 194 Old Rdy. | None | Rs. 188 Dec. ,, |
| Westerns, Good ... ... | | Rs. 190 | ,, 185 | ,, 187 Old Nl. | ,, 185 Old | ,, 182 Nl. Rdy. | ,, 180 Nl. ,, |
| ,, F.G.F. ... ... | | ,, 185 | ,, 180 | ,, 178 ,, | ,, 175 Old | ,, 175 ,, ,, | ,, 172/173 Rdy. ,, |
| ,, G.F. ... ... ... | | ,, 178 to 180 | ,, 175 | ,, 170 ,, | None | None | ,, 165 ,, ,, |
| Gingelly Seed (¥ ody. of 5 cwt) | | ,, 33 to 33½ | ,, 33 to 33½ | ,, 34 to 35* | ,, 34 to 35* | ,, 35 to 36 | ,, 35½ to 36 |
| Linseed (per cwt.) ... ... | | ,, 5-8 to 5-8-6 | ,, 5-8 to 5-8-6 | ,, 5-9 to 5-9-6 | ,, 5-9-6 | ,, 5-9 to 5-9-6 | ,, 5-10 |
| Rapeseed ,, ... ... | | ,, 6-5 to 6-6 | ,, 6-5 to 6-6 | ,, 6-9 to 6-10 | ,, 6-10 to 6-11 | ,, 6-14 to 7 | ,, 7 to 7-2 |
| Wheat (White Peesy), No. 1 per candy of 756 lb. ... | | ,, 31½ to 32 | ,, 31½ to 32 | ,, 31 to 31½ | ,, 30½ to 31 | ,, 31 to 32 | ,, 33 to 33½ |
| ,, (Laskari) ,, 728 lb. ... | | ... | ... | ,, 29 to 29½ | ,, 29 to 29½ | ,, 30 | ,, 30 to 30½ |
| Opium (Malwa) (per chest) Old... | | ,, 1315 | ,, 1315 | ,, 1255 to 1260 | ,, 1250 | ,, 1275 | ,, 1260 |
| ,, ,, ,, New... | | ,, 1260 | ,, 1260 | ,, 1225 | ,, 1190 to 1200 | ,, 1200 | ,, 1190 |

## FREIGHTS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Liverpool—Cotton via Cape ¥ ton 50 ft. | £1-5 to 1-10 | Nil. | £1-2-6 | £1-2-6 | £1-2-6 | Nil. | Nil. |
| ,, Cotton, via Suez Canal ¥ ton 40 ft. | £1-10 | £1-5 to £1-7-6 | £1-2-6 | £1-2-6 | £1 | £0-17-6 to £1 | £0-16-3 to £0-17-6 |
| ,, Wheat and Seeds ... | | £1-2-6 | £ - 5 to £2 | £1-10 to £1-17-6 | £1-5 Nl. | £1-0 to £1-15 | £0-15 |
| London—M'ment Cargo P. & O. Co. ... | £1-15 to £2 | £1-10 to 1-15 | £1-7-6 | £1-5 to £ -10 | £1-10 | £1 to £1-10 | £1-10 |
| ,, Seed ,, ,, | £1-10 to £1-15 | £1-7-6 | £1-5 | Nil. | Nil. | Nil. | £ -2-6 to £1-5 |
| ,, M'ment Cargo Canal Str. ... | £1-15 | £1-5 | Nil. | Nil. | Nil. | Nil. | £1-5 |
| ,, Seed ,, ,, ... | £1-10 | £1-0 to £2 Nom. | £'-10 | £'-10 | £1-7-6 to £'-10 | £1-5 to £1-10 | £1 |
| Havre—Cotton via Canal ¥ ton 40 ft. | £1-15 Nominal. | £2-5-6 to £2-5 | £2 | £1-10 to £1-17-6 | £1-10 to £1-17-6 | £1-2-6 to £1-7-3 | £1-7-6 Nominal. |
| Trieste & Venice—Cotton ,, ,, | £2-2-6 to £2-5 | £1-11-3 to £2-5 Nl. | £1-10 to £2 | £1 to £1-17-6 | £1 to £1-17-6 | £1-2-6 | £1-5 to £1-10 |
| Marseilles and Genoa ,, ,, | £1-11-3 to £2-5 Nl. | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | £1 to £1-10 |
| China Steamer (per ton), 40 feet ... | Rs. 15 | | | | | | Rs. 15 |

* Time Bargain.

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued*.

| Quotations. | Week ending 26th October. | Week ending 2nd November. | Week ending 9th November. | Week ending 16th November. | Week ending 23rd November. |
|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | |
| On England, Bank Bills Sight | 1s. 7 3/16d. | 1s. 7 3/16d. | 1s. 7 1/8d. | 1s. 7 1/4d. | 1s. 7 1/4d. |
| " " 3 m'ths' | 1s. 8d. | 1s. 7 15/16d. | 1s. 7 15/16d. | 1s. 7 15/16d. | 1s. 7 15/16d. |
| " " 4 " | 1s. 8 1/16d. | 1s. 8 1/32d. | 1s. 7 31/32d. | 1s. 7 31/32d. | 1s. 7 31/32d. |
| First class Credits ... 3 " | 1s. 8 3/32d. | 1s. 8 1/16d. | 1s. 8 1/32d. | 1s. 8d. | 1s. 8d. |
| " " 6 " | 1s. 8 1/16d. | 1s. 8 1/16d. | 1s. 8 3/32d. | 1s. 8 1/16d. | 1s. 8 1/16d. |
| Documents ... ... 3 " | 1s. 8 1/16d. | 1s. 8 3/32d. | 1s. 8 1/16d. | 1s. 8 1/16d. | 1s. 8 1/16d. |
| " " 6 " | 1s. 8 3/32d. | 1s. 8 5/32d. | 1s. 8 5/32d. | 1s. 8 5/32d. | 1s. 8 1/8d. |
| Paris Francs Mercantile Bills... ... 3 " | 2·11 1/2 | 2·11 1/4 | 2·11 | 2·10 1/2 | 2·10 1/2 |
| " " 6 " | 2·13 3/4 | 2·13 1/4 | 2·13 | 2·12 1/4 | 2·12 1/2 |
| Banks, Calcutta, on Demand... ... | 100 1/8 | 100 1/8 | 100 1/8 | 100 1/8 | 100 1/8 |
| China Mercantile Bills, 60 days' Sight ... | 221 Nominal | 221 Nominal | 220 | 221 | 220 Nominal |
| English Bar Gold, 100 touch (per tola) | Rs. 19-7-6 | Rs. 19-7-6 | Rs. 19-7-6 | Rs. 19-8-6 | Rs. 19-8-6 |
| Sovereigns ... ... ... ... | " 12-2-6 | " 12-2-6 | " 12-2-6 | " 12-2-6 | " 12-2-6 |
| **RATES OF DISCOUNT.** | | | | | |
| Bank Rate of Discount on Private Bills | 6 per cent. | 6 per cent. | 5 per cent. | 6 per cent. | 6 per cent. |
| " of Interest on Demand on Govt. Securities ... | 4 " | 4 " | 4 " | 4 " | 4 " |
| **GOVERNMENT SECURITIES.** | | | | | |
| Four per cents. ... ... ... | 99 1/16 to 99 1/8 | 99 3/16 to 99 1/4 | 100 1/16 | 99 1/16 | 99 1/8 |
| Four-and-a-half per cents ... ... | 107 1/4 | 107 | 107 1/4 | 106 1/4 | 108 1/2 |
| **IMPORTS.** | | | | | |
| Piece Goods— Market | Quiet. | Quiet. | Quiet. | Quiet but steady. | Quiet. |
| 7lb. 38-39 inches Grey Shirtings (12×11 to 13×12) | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 |
| 8 1/2lb. " (12×12 to 16×12) | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 | " 3-14 to 4-14 |
| 3lb. 32in. Madapollams (10×10 to 12×10) | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 | " 1-8 1/2 to 1-11 |
| No. 40s Mule Twist, per lb. ... | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 | As. 8-4 1/2 to 8-9 |
| No. 30s Water Twist " ... | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 | " 8-3 to 8-6 |
| Copper (Braziers) per cwt. ... ... | Rs. 48 | Rs. 48 | Rs. 48 | Rs. 48 | Rs. 48 |
| Yellow Metal " ... ... | " 36-2 | " 36-2 | " 37 | " 37 | " 37 |
| Welsh Bar Iron (per candy) ... | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 | " 25 to 29 |
| Staffordshire Bar Iron " ... | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 | " 27 to 32 |
| Swedish Bar Iron " ... | " 40 to 44 | " 40 to 44 | " 40 to 44 | " 40 to 44 | " to 44 |
| Davison's W. Hartley Coal (per ton) alongside | " 16 to 16 1/4 | " 16 to 16 1/2 | " 16 to 16 1/2 | " 16 to 16 1/2 | " 17 |
| Welsh Hartley Coal " " ... | " 15 to 16 | " 14 1/2 to 15 1/2 | " 15 to 15 1/2 | " 15 to | |
| | | 16 1/2 to 17 | | | |

CANDIA.

| COTTON— | Market | Dull. | Quiet. | Quiet but steady. | Firm. | |
|---|---|---|---|---|---|---|
| Broach, Good.. ... ... ... | | {Rs. 219 to 220 / February March} | Rs. 219 March dly. | Rs. 214 March dly. | {Rs. 215 Fe… / March d… } | …Feb. …dely. |
| Hingunghaut, Good... ... ... | | Rs. 219 Dec. Jan. | „ 219 Dec. dly. | „ 212 Jan. dly. | Rs 215/217 Dec. dly | Rs. 216 Dec. dly. |
| Oomrawuttee, Good.. ... ... | | {Rs. 190 Nl. Feb. / March} | Rs. 190 to 192 / Dec. Jan. dly. | „ 188 do. | {Rs. 187 to 188 / Nov.-Dec. dly.} | „ 190 Ready. |
| „ F.G.F. ... ... | | {Rs. 185 Nl. Feb. / March} | Rs. 184 Jan. dly. | „ 178/180 do. | {Rs. 180 to 182 / Jan.-Feb. dly.} | „ 180 Jan. dly. |
| „ G.F. ... ... ... | | Rs. 170 Old | „ 178 do. | Nil | Nominal | None. |
| Akote, Best ... ... ... ... | | None. | „ 195 Nl. | Rs. 195 to 196 Jan. dly. | {Rs. 192 to 195 / Jan.-Feb. dly.} | Do. |
| Bhownugger, Good ... ... ... | | Do. | „ 186 Old Crop Rdy. | „ 182 Ready Old | Nominal. | {Rs. 185 to 186 March / April dly.} |
| „ F.G.F. ... ... | | Do. | „ 178 do. | „ 175 do. | Rs. 170 to 175 | „ 178/180 do. |
| „ G.F. ... ... ... | | Do. | „ 168 do. | „ 168/170 do. | „ 165 to 170 | None. |
| Dhollera, Good ... ... ... | | {Rs. 180 to 185 / Old Crop} | „ 185 New Nl. | „ 181 do. | Nominal. | {Rs. 185 to 186 March / April dly.} |
| „ F.G.F. ... ... ... | | Rs. 175 | „ 176 do. | „ 173 do. | Rs. 170 to 175 | „ 178/180 do. |
| „ G.F. ... ... ... | | „ 168 | „ 166 do. | „ 168 do. | „ 165 to 170 | None. |
| Bengals, Fine... ... ... ... | | „ 168 to 170 | „ 167 Nov. Dec. dly. | „ 167 | Nominal. | Rs. 168 Nominal. |
| „ Fully Good... ... ... | | „ 161 to 163 | „ 160 do. | „ 157 | Rs. 170 to 175 | „ 153 |
| „ Good ... ... ... | | „ 149 to 152 | „ 150 do. | „ 147 | „ 165 | „ 147 to 148 |
| „ Fully G.F. ... ... ... | | „ 145 | „ 145 do. | „ 142 | „ 153 | „ 139 to 140 |
| Sawgd. Dharwar, Good ... ... | | None. | Nominal. | Nominal. | „ 146 | None. |
| „ F.G.F. ... ... | | Rs. 185 to 190 | Do. | Rs. 187 Ready Old | „ 140 to 141 | Rs. 183 Ready |
| Westerns, Good ... ... ... | | „ 175 to 178 | Do. | Nominal. | Nominal. | None. |
| „ F.G.F. ... ... ... | | „ 168 to 170 | Do. | Do. | Do. | Rs. 166 Nl. Ready |
| „ G.F. ... ... ... | | „ 163 | Do. | Do. | Do. | None. |
| *Gingelly Seed (per candy of 5 cwt.)...* | | *„ 34 to 35* | *Rs. 33½ to 34* | *Rs. 35 to 36* | Rs. 35 to 36 | *Rs. 35 to 36* |
| *Linseed (per cwt.)* ... ... ... | | „ 5-9 to 5-10 | „ 5-9 to 5-9-3 | „ 5-9 to 5-9-3 | „ 5-8 to 5-8-3 | „ 5-6-9 to 5-7 |
| Rapeseed „ ... ... ... | | „ 6-12 to 7 | „ 6-14 to 7 | „ 7 to 7-2 | „ 7 | „ 7½ |
| Wheat (White Pessy), No. 1 ⅌ rdy. of 756 lb.... | | „ 33 to 33½ | „ 32 to 32½ | „ 32 to 32¼ | „ 31⅝ to 32 | „ 31½ to 32 |
| „ (Laskari) „ 728 lbs.... | | „ 30 to 30½ | „ 29½ to 30 | „ 29 to 29½ | „ 29½ to 30 | „ 29 to 29½ |
| Opium (Malwa), (per chest) Old ... | | „ 1250 | „ 1250 | „ 1250 | „ 1210 | „ 1200 |
| „ „ „ New ... | | „ 1190 | „ 1180 | „ 1185 | „ 1160 | „ 1150 |
| FREIGHTS. | | | | | | |
| Liverpool—Cotton via Cape per ton=50 feet. | | Nil. | Nil. | £1 | Nil. | Nil. |
| „ Cotton, via Suez Canal ⅌ ton=40 ft. | | £0-17-6 | £0-18-9 | £1 to £1-1-3 | £1-1-3 to £1.2-6 | £1-1-3 to £1-2-6 |
| „ Wheat and Seeds .. .. .. | | £0-16-3 | £0-17-9 to £0-18-9 | £0-17-6 to £0-18-9 | £1 to £1-1-3 | £1 to £1-1-3 |
| London—Measurement Cargo P. & O. Co. .. | | £1 to £1-10 | £1-7-6 | £1-7-6 to £1-10 | £1-10 to £1-17-6 | £1-10 to £1-17-6 |
| „ Seed „ „ .. | | £1 to £1-5 | £1-3-6 | £1 to £1-5 | £1-12-6 | £1-5 to £1-12-6 |
| „ M'ment Cargo Canal Steamer .. | | Nil | Nil | Nil | £1-9-6 | Nil |
| „ Seed „ „ .. | | Nil | Nil | Nil | £1 | Nil |
| Havre—Cotton via Canal per ton 40 feet .. | | £1-7-6 | £1-5 Nominal | £1-2-6 to £1-3-9 | £1-3-9 to £1-5 | £1-7-6 |
| Trieste and Venice Cotton „ „ .. | | £1-2-6 to £1-10 | £1-2-6 to £1-5 | £1-5 to £1-7-6 | £1-10 | £1-5 |
| Marseilles and Genoa „ „ .. | | £1-1-3 to £1-5 | £1-1-3 to £1-5 | £1-2-6 to £1-5 | £1-7-6 | £1-2-6 to £1-7-6 |
| China Steamer (per ton), 40 feet „ ... | | Rs. 12 to Rs. 15 | Rs. 15 | Rs. 15 | Rs. 12 to Rs. 15 | Rs. 15 |

# WEEKLY CURRENT QUOTATIONS for the Year 1882—*continued.*

| Quotations. | Week ending 30th November. | Week ending 7th December. | Week ending 14th December. | Week ending 21st December. | Week ending 28th December. |
|---|---|---|---|---|---|
| **EXCHANGE.** | | | | | |
| On England, Bank Bills Sight | 1s. $7_{32}$d. | 1s. $7_{32}^{5}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{32}^{5}$d. |
| „ „ 3 m'ths' „ | 1s. $7_{16}^{11}$d. | 1s. $7_{32}^{9}$d. | 1s. $7_{32}^{7}$d. | 1s. $7_{16}^{3}$d. | 1s. $7_{32}^{9}$d. |
| „ „ 4 „ „ | 1s. $7_{16}^{3}$d. | 1s. $7_{32}^{11}$d. | 1s. $7_{32}^{5}$d. | 1s. $7_{16}^{7}$d. | 1s. $7_{32}^{11}$d. |
| First-class Credits ... 3 „ „ | 1s. $7_{32}^{15}$d. | 1s. $7_{32}^{13}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{16}^{5}$d. | 1s. $7_{32}^{13}$d. |
| „ „ 6 „ „ | 1s. $8_{32}^{1}$d. | 1s. $7_{16}^{1}$d. | 1s. $7_{16}^{7}$d. | 1s. $7_{16}^{7}$d. | 1s. $7_{32}^{15}$d. |
| Documents ... ... 3 „ „ | 1s. $7_{32}^{27}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{32}^{1}$d. | 1s. $7_{16}^{7}$d. |
| „ ... ... 6 „ „ | 1s. $8_{16}^{1}$d. | 1s. $7_{32}^{3}$d. | 1s. $7_{32}^{9}$d. | 1s. $7_{8}^{3}$d. | 1s. $7_{8}^{3}$d. |
| Paris Francs Mercantile Bills ... ... 3 „ „ | 2·8½ | 2·08 | 2·04 | 2·03½ | 2·04 |
| „ „ ... 6 „ „ | 2·10½ | 2·10 | 2·06 | 2·04 | 2·06 |
| Banks, Calcutta, on Demand... ... | 100⅛ | $100_{16}^{5}$ | $100_{16}^{1}$ | $100_{16}^{1}$ | $100_{16}^{1}$ |
| China Mercantile Bills, 60 days' Sight | 220 Nominal. | 221 Nominal. | 221 Nominal | 222 | 220 |
| English Bar Gold, 100 touch (per tola) | Rs. 19-10 | Rs. 19-10-6 | Rs.19-13 | Rs. 19-12-4 | Unchanged. |
| Sovereigns ... ... ... ... | „ 12-3 | „ 12-3 | „ 12-6 | „ 12-6 | Do. |
| **RATES OF DISCOUNT.** | | | | | |
| Bank Rate of Discount on Private Bills | 6 per cent. | 7 per cent. | 6 per cent. | 7 per cent. | Do. |
| „ of Interest on Demand on Government. Securities. | 4 „ | 5 „ | 5 „ | 5 „ | Do. |
| **GOVERNMENT SECURITIES.** | | | | | |
| Four per cents. ... ... ... | 99¾ | 99⅞ | $99_{16}^{15}$ | $100_{16}^{1}$ | 100 |
| Four-and-a-half per cents. ... ... | 106 | 105½ | 105 | 105¾ | 106 |
| **IMPORTS.** | | | | | |
| Piece Goods— Market | Quiet. | Quiet. | Quiet. | Quiet. | Dull. |
| 7lb. 38-39in. G. S. (12×11 to 13×12) | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 | Rs. 3-1 to 3-14 |
| 8½lb. „ (12×12 to 16×14) | „ 3-14 to 4-14 | „ 3-14 to 4-14 | „ 3-14 to 4-14 | „ 3-14 to 4-14 | „ 3-14 to 4-14 |
| 3lb. 32in. Madpls. (10×10 to 12×10) | „ 1-8½ to 1-11 | „ 1-8½ to 1-11 | „ 1-8½ to 1-11 | „ 1-8½ to 1-11 | „ 1-8½ to 1-11 |
| No. 40s Mule Twist, per lb. ... | As. 8-4½ to 8-9 | As. 8-4½ to 8-9 | As. 8-4½ to 8-9 | As. 8-4½ to 8-9 | As. 8-4½ to 8-9 |
| No. 30s Water Twist „ ... | „ 8-3 to 8-6 | „ 8-3 to 8-6 | „ 8-3 to 8-6 | „ 8-3 to 8-6 | „ 8-3 to 8 6 |
| Copper (Braziers), per cwt. ... ... | Rs. 47 | Rs. 46½ | Rs. 46½ | Rs. 47 | Rs. 47-4 to 47.6 |
| Yellow Metal ... ... | „ 37 | „ 37 | „ 37 | „ 37 | „ 37 |
| Welsh Bar Iron, per candy ... ... | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 | „ 25 to 29 |
| Staffordshire Bar Iron, per candy ... | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 | „ 27 to 32 |
| Swedish Bar Iron „ ... | „ 40 to 44 | „ 40 to 44 | „ 40 to 44 | „ 40 to 44 | „ 40 to 44 |
| Davison's W. Hartley Coal (per ton) alongside | „ 15½ to 17 | „ 15½ to 17 | „ 16 to 18 | „ 16 to 1[illegible] | „ 16 to 1[illegible] |
| Welsh Hartley Coal „ ... | „ 14 to 15 | „ 14½ to 15 | „ 14½ to 15½ | „ 14 to [illegible] | „ [illegible] |

| EXPORTS. | Market | Quiet. | Quiet. | Firm. | Weak | dly. |
|---|---|---|---|---|---|---|
| COTTON— | | | | | | |
| Broach, Good ... ... ... | | Rs. 214 to 215 Feb.-March dly. | Rs. 213 Feb. dly.. | Rs. 216 Feb. March delivery | Rs. 214 Feb. | |
| Hingunghaut, Good ... ... | | Rs. 219 Dec. dly. | ,, 218 to 219 Dec dly. | Rs. 215 to 218 Dec. ,, | ,, 210 January ,, | ,, 210 Dec. ,, |
| Oomrawuttee, Good ... ... | | Rs. 185 to 186 Dec.-Jan. dly, | ,, 185 to 186 Jan. dly. | ,, 193 Ready | ,, 188 to 189 | ,, 185 Jan. ,, |
| ,, F.G.F. ... ... | | Rs. 176 Jan. dly. | ,, 178 ,, | ,, 185 to 187 | ,, 185 | ,, 180 ,, ,, |
| ,, G.F. ... ... | | Nominal. | ,, 170 Nml. Jan. dly. | None | None | None |
| Akote, Best ... ... ... | | Rs. 191 Dec.-Jan. dly. | ,, 200 | ,, 195 | ,, 196 to 198 | ,, 195 Jan. ,, |
| Bhownugger, Good... ... ... | | Rs. 184 to 185 March-Apl. dly. | ,, 184 March dly. | ,, 188 Apl. dly. | ,, 188 to 189 Apl. Dly. | ,, 183 March ,, |
| ,, F.G.F. ... ... | | Rs. 174 to 175 ,, ,, | ,, 176 ,, | ,, 183 ,, | ,, 182 ,, | ,, 178 ,, ,, |
| ,, G.F. ... ... | | Nominal. | ,, 168 to 169 ,, | None | None | None |
| Dhollera, Good ... ... ... | | Nominal. | None | ,, 187 Apl. dly. | ,, 187 to 188 ,, | ,, 195 March ,, |
| ,, F.G.F. ... ... ... | | Nominal. | None | ,, 182 ,, | ,, 182 to 183 ,, | ,, 183 ,, ,, |
| ,, G.F. ... ... ... | | Nominal. | None | None | None | ,, 178 ,, ,, |
| Bengals, Fine ... ... ... | | Rs. 168 Dec. dly. | ,, 168 Jan. Dly. | ,, 167 Nominal | ,, 166 | Rs. 162 to 163 Jan. dly. Nl. |
| ,, Fully Good... ... ... | | ,, 153 ,, | ,, 152 to 153 ,, | ,, 155 | ,, 151 | Rs. 150 ,, ,, |
| ,, Good ... ... ... | | ,, 147 to 148 ,, | ,, 145 to 146 ,, | ,, 146 to 148 | ,, 145 | ,, 144 Jan. dly. |
| ,, Fully G.F. ... ... ... | | ,, 139 ,, | ,, 138 ,, | ,, 139 | ,, 136 | ,, 134 ,, ,, |
| Sawgd. Dharwar, Good ... | | None | None | None | None | None |
| ,, F.G.F. ... ... | | None | None | None | None | None |
| Westerns, Good ... ... ... | | None | None | None | ,, 182 Apl. Dily. | None |
| ,, F.G.F. ... ... ... | | None | None | None | ,, 177 ,, | None |
| ,, G.F. ... ... ... | | None | None | None | None | None |
| Gingelly Seed (per candy of 5 cwt.) | | Rs 34 to 35 | Rs. 33 to 34 | ,, 34 to 35 | ,, 33 to 34 | Rs. 32 to 33 |
| Linseed (per cwt.) ... ... ... | | ,, 5-6 to 5-6-6 | ,, 5-6 to 5-6-3 | ,, 5-4 | ,, 5-3 | ,, 5-2-6 to 5-3 |
| Rapeseed ,, ... ... ... | | ,, 7½ | ,, 7½ to 7-10 | ,, 6½ to 6 10 | ,, 7-8 to 7-10 | ,, 7-8 |
| Wheat (White Pessy), No. 1 per candy of 756 lb.... | | ,, 31 | ,, 31 to 31¼ | ,, 31 to 31½ | ,, 30½ to 31 | ,, 30 to 30½ |
| ,, (Laskari) ,, 728 lb. ... | | ,, 28½ to 29 | ,, 29 to 29½ | ,, 28½ to 29 | ,, 27 to 27½ | ,, 27 to 27½ |
| Opium (Malwa) (per chest) Old ... | | ,, 1175 | ,, 1150 | ,, 1170 | ,, 1180 | ,, 1230 |
| ,, ,, ,, New ... | | ,, 1115 | ,, 1100 | ,, 1135 | ,, 1150 | ,, 1200 |
| FREIGHTS. | | | | | | |
| Liverpool—Cotton via Cape per ton 50 ft.... | | £1-5 | £1-7-6 | £1-10 | £1-15 | £1-12-6 to £1-13-9 |
| ,, Cotton, via Suez Canal per ton 40 ft. | | £1-5 to £1-7-6 | £1-7-6 | £1-8-9 to £1-10 | £1-15 to £1-16-3 | £1-13-9 to £1-15 |
| ,, Wheat and Seeds ... ... ... | | £1-5 | £1-2-6 to £1-5 | £1-5 to 1-8-9 | £1-10 to £1-12-6 | £1-9-9 to £1-10 |
| London—M'ment Cargo P. & O. Co. | | £1-15 | £1-15 | £1-15 to £2 | £1-16 to £1-17-6 | £1-15 to £2 |
| ,, Seed ,, ... ... ... | | £1-10 | £1-10 | 1-10 | £1-2-6 to £1-15 | £1-15 |
| ,, M'ment Cargo Canal Str. ... | | £1-7-6 to £1-10 | £1-6-3 to £1-7-6 | £1-10 | £1-15 | £1-15 |
| ,, Seed ... ... ... ... | | £1-5 to £1-6-3 | £1-2-6 to £1-5 | £1-7-6 | £1-13-9 | £1-15 |
| Havre—Cotton via Canal per ton 40 ft. | | £1-7-6 | £1-10 to £1-15 | £1-10 to £1-12-6 | £1-18-9 to £1-15 | £1-13-9 to £2 |
| Trieste and Venice—Cotton ,, ,, | | £1-7-6 to £1-17-6 | £1-12-6 to £2 | £1-15 to £1-17-6 | £2-2-6 to £2-5 | £2 to £2-5 |
| Marseilles and Genoa ,, ,, | | £1-2-6 to £1-17-6 | £1-7-6 to £1-10 | £1-8-9 to £2-0-6 | £1-12-6 to £2-10 | £1-12-6 to £2-10 |
| China Steamer (per ton 40 feet) | | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 | Rs. 15 |

# APPENDIX QQ.

*STATEMENT showing the Annual Value of the Export and Import Trade of India, and the Total Miles of Railway opened, in the Official Years* 1852-53 *to* 1881-82.

| EXPORTS. | Total Miles of Railway opened. | Merchandise. | Treasure. | Merchandise and Treasure. |
|---|---|---|---|---|
| | | £ | £ | £ |
| Year 1852-53 ... ... ... ... ... ... | 21½ | 20,464,633 | 1,055,229 | 21,519,862 |
| ,, 1853-54 ... ... ... ... ... ... | 72 | 19,295,139 | 1,483,296 | 20,778,435 |
| ,, 1854-55 ... ... ... ... ... ... | 171 | 18,927,222 | 1,267,033 | 20,194,255 |
| ,, 1855-56 ... ... ... ... ... ... | 274¼ | 23,040,000 | 601,177 | 23,641,177 |
| ,, 1856-57 ... ... ... ... ... ... | 289¾ | 25,340,000 | 1,253,426 | 26,593,426 |
| ,, 1857-58 ... ... ... ... ... ... | 430½ | 27,460,000 | 822,438 | 28,282,438 |
| ,, 1858-59 ... ... ... ... ... ... | 625 | 29,860,000 | 669,427 | 30,529,427 |
| ,, 1859-60 ... ... ... ... ... ... | 836¼ | 27,960,000 | 929,007 | 28,889,007 |
| ,, 1860-61 ... ... ... ... ... ... | 1581½ | 32,970,000 | 1,119,549 | 34,089,549 |
| ,, 1861-62 ... ... ... ... ... ... | 2351½ | 36,320,000 | 683,355 | 37,003,355 |
| ,, 1862-63 ... ... ... ... ... ... | 2516¾ | *47,860,000 | 1,111,140 | 48,971,140 |
| ,, 1863-64 ... ... ... ... ... ... | 2962½ | *65,625,000 | 1,270,435 | 66,895,435 |
| ,, 1864-65 ... ... ... ... ... ... | 3368¾ | *68,025,000 | 1,444,775 | 69,469,775 |
| ,, 1865-66 ... ... ... ... ... ... | 3568 | *65,490,000 | 2,165,352 | 67,655,352 |
| ,, 1866-67 ... ... ... ... ... ... | 3936½ | 41,860,000 | 2,431,503 | 44,291,503 |
| ,, 1867-68 ... ... ... ... ... ... | 4016½ | 50,875,000 | 1,571,946 | 52,446,946 |
| ,, 1868-69 ... ... ... ... ... ... | 4261 | 53,060,000 | 1,395,580 | 54,455,580 |
| ,, 1869-70 ... ... ... ... ... ... | 4766 | 52,470,000 | 1,042,353 | 53,512,353 |
| ,, 1870-71 ... ... ... ... ... ... | 5072 | 55,335,000 | 2,220,765 | 57,555,765 |
| ,, 1871-72 ... ... ... ... ... ... | 5365¾ | 63,190,000 | 1,495,642 | 64,685,642 |
| ,, 1872-73 ... ... ... ... ... ... | 5671½ | 55,230,000 | 1,308,579 | 56,538,579 |
| ,, 1873-74 ... ... ... ... ... ... | 6201 | 54,980,000 | 1,958,512 | 56,938,519 |
| ,, 1874-75 ... ... ... ... ... ... | 6497¼ | 56,360,000 | 1,625,309 | 57,985,309 |
| ,, 1875-76 ... ... ... ... ... ... | 6949¾ | 56,210,000 | 2,200,236 | 58,410,236 |
| ,, 1876-77 ... ... ... ... ... ... | 7326½ | 61,013,000 | 4,029,898 | 65,042,898 |
| ,, 1877-78 ... ... ... ... ... ... | 8216 | 65,222,000 | 2,210,995 | 67,432,995 |
| ,, 1878-79 ... ... ... ... ... ... | 8477¾ | 60,937,000 | 3,982,228 | 64,919,228 |
| ,, 1879-80 ... ... ... ... ... ... | 9325 | 67,210,000 | 2,035,147 | 69,245,147 |
| ,, 1880-81 ... ... ... ... ... ... | 9875 | 74,541,000 | 1,440,400 | 75,981,400 |
| ,, 1881-82 ... ... ... ... ... ... | ..... | 81,966,000 | 1,099,700 | 83,065,700 |

* Exports abnormally high owing to the American Civil War.

| IMPORTS. | Total Miles of Railway opened. | Merchandise. | [redacted] | Merchandise and Treasure. |
|---|---|---|---|---|
| | | £ | £ | £ |
| Year 1852-53 ... ... ... ... ... ... | 21½ | 10,070,861 | 6,831,377 | 16,902,238 |
| „ 1853-54 ... ... ... ... ... ... | 72 | 10,070,863 | 4,871,956 | 14,942,819 |
| „ 1854-55 ... ... ... ... ... ... | 171 | 12,742,671 | 2,028,256 | 14,770,927 |
| „ 1855-56 ... ... ... ... ... ... | 274¼ | 13,945,000 | 11,301,288 | 25,246,288 |
| „ 1856-57 ... ... ... ... ... ... | 289¾ | 14,195,000 | 14,413,697 | 28,608,697 |
| „ 1857-58 ... ... ... ... ... ... | 430½ | 15,275,000 | 15,815,436 | 31,090,436 |
| „ 1858-59 ... ... ... ... ... ... | 625 | 21,730,000 | 12,817,071 | 34,547,071 |
| „ 1859-60 ... ... ... ... ... ... | 836¼ | 24,265,000 | 16,356,963 | 40,621,963 |
| „ 1860-61 ... ... ... ... ... ... | 1581¾ | 23,495,000 | 10,677,077 | 34,172,077 |
| „ 1861-62 ... ... ... ... ... ... | 2351¾ | 22,320,000 | 14,951,985 | 37,271,985 |
| „ 1862-63 ... ... ... ... ... ... | 2516¾ | 22,630,000 | 20,508,967 | 43,138,967 |
| „ 1863-64 ... ... ... ... ... ... | 2962½ | 27,145,000 | 22,962,581 | 50,107,581 |
| „ 1864-65 ... ... ... ... ... ... | 3368¼ | 28,150,000 | 21,363,325 | 49,513,325 |
| „ 1865-66 ... ... ... ... ... ... | 3568 | 29,600,000 | 29,577,301 | 59,157,301 |
| „ 1866-67 ... ... ... ... ... ... | 3936¾ | 29,040,000 | 13,236,905 | 42,276,905 |
| „ 1867-68 ... ... ... ... ... ... | 4016½ | 35,705,000 | 11,775,374 | 47,480,374 |
| „ 1868-69 ... ... ... ... ... ... | 4261 | 35,990,000 | 15,155,954 | 51,145,954 |
| „ 1869-70 ... ... ... ... ... ... | 4766 | 32,925,000 | 13,954,807 | 46,879,807 |
| „ 1870-71 ... ... ... ... ... ... | 5072 | 34,470,000 | 5,444,823 | 39,914,823 |
| „ 1871-72 ... ... ... ... ... ... | 5365¾ | 32,090,000 | 11,573,813 | 43,663,813 |
| „ 1872-73 ... ... ... ... ... ... | 5671½ | 31,875,000 | 4,556,585 | 36,431,585 |
| „ 1873-74 ... ... ... ... ... ... | 6201 | 33,835,000 | 5,792,534 | 39,627,534 |
| „ 1874-75 ... ... ... ... ... ... | 6497¼ | 36,220,000 | 8,141,047 | 44,361,047 |
| „ 1875-76 ... ... ... ... ... ... | 6949¼ | 38,515,000 | 5,300,722 | 43,815,722 |
| „ 1876-77 ... ... ... ... ... ... | 7326½ | 37,440,000 | 11,436,120 | 48,876,120 |
| „ 1877-78 ... ... ... ... ... ... | 8216 | 41,464,000 | 17,355,459 | 58,819,459 |
| „ 1878-79 ... ... ... ... ... ... | 8477¾ | 37,801,000 | 7,056,748 | 44,857,748 |
| „ 1879-80 ... ... ... ... ... ... | 9325 | 41,172,000 | 11,654,894 | 52,826,894 |
| „ 1880-81 ... ... ... ... ... ... | 9875 | 53,086,800 | 8,997,200 | 62,084,000 |
| „ 1881-82 ... ... ... ... ... ... | ..... | 49,113,000 | 11,322,800 | 60,435,800 |

# APPENDIX RR.

## FOREIGN TRADE OF BRITISH INDIA.

*Summary of Imports and Exports in the Official Years* 1876-77 *to* 1881-82.

| — | 1876-77. | 1877-78. | 1878-79. | 1879-80. | 1880-81. | 1881-82. |
|---|---|---|---|---|---|---|
| IMPORTS— | | | | | | |
| Merchandise, Private. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Bengal ... ... ... ... ... | 16,69,38,128 | 19,38,54,456 | 16,61,18,220 | 18,07,45,566 | 22,26,42,843 | 20,44,10,589 |
| Bombay ... ... ... ... ... | 12,74,68,044 | 14,07,61,248 | 13,49,15,989 | 14,10,73,890 | 19,24,61,510 | 18,14,37,616 |
| Sindh ... ... ... ... ... | 32,04,621 | 39,01,607 | 53,46,873 | 81,35,107 | 1,14,52,571 | 1,22,74,791 |
| Madras ... ... ... ... ... | 3,43,60,720 | 3,25,60,336 | 2,99,20,612 | 3,15,82,658 | 3,82,74,894 | 3,88,60,546 |
| British Burmah ... ... ... ... | 2,17,00,253 | 2,21,82,383 | 2,94,28,405 | 2,97,95,226 | 3,79,56,933 | 3,29,33,009 |
| Total... | 35,36,71,766 | 39,32,60,030 | 36,57,30,099 | 39,73,32,447 | 50,27,88,751 | 46,99,16,551 |
| Ditto Government Stores... ... ... | 2,07,34,542 | 2,13,81,821 | 1,22 79,736 | 1,43,93,224 | 2,80,79,323 | 2,12,12,173 |
| Total Merchandise... | 37,44,06,308 | 41,46,41,851 | 37,80,09,835 | 41,17,25,671 | 53,08,68,074 | 49,11,28,724 |
| Treasure, Private. | | | | | | |
| Bengal ... ... ... ... ... | 2,62,54,665 | 4,96,33,992 | 1,82,03,438 | 3,10,40,893 | 1,83,55,491 | 1 92,21,391 |
| Bombay ... ... ... ... ... | 8,29,61,582 | 11,95,97,164 | 4,85,74,636 | 8,02,53,487 | 6,71,91,395 | 9,01,53,300 |
| Sindh ... ... ... ... ... | 28,610 | 9,750 | 31,100 | 3,04 149 | 99,929 | 49,625 |
| Madras ... ... ... ... ... | 44,33,604 | 36,64,109 | 33,91,229 | 44,07,598 | 38,18,794 | 32,86,965 |
| British Burmah ... ... ... ... | 6,82,719 | 6,49,581 | 3,67,083 | 5,42,821 | 5 06,530 | 5,16,523 |
| Total... | 11,43,61,180 | 17,35,54,596 | 7,05,67,486 | 11,65,48,948 | 8,99,72,139 | 11,32,27,804 |
| Ditto Government... ... ... ... | 17 | ..... | ..... | ..... | ..... | ..... |
| Total Treasure... | 11,43,61,197 | 17,35,54,596 | 7,05,67,486 | 11,65,48,948 | 8,99,72,139 | 11,32,27,804 |
| Grand Total of Imports... | 48,87,67,505 | 58,81,96,447 | 44,85,77,321 | 52,82,74,619 | 62,08,40,213 | 60,43,56,528 |
| EXPORTS— | | | | | | |
| Merchandise, Private. | | | | | | |
| (Foreign Goods.) | | | | | | |
| Bengal ... ... ... ... ... | 14,93,702 | 15,21,008 | 10,33,072 | [illegible] | ,84,186 | 9,53,778 |
| Bombay ... ... ... ... ... | 1,79,15,882 | 1,81,45,416 | 1,99,09,861 | [illegible] | ,872 | 226,57,532 |

| | | | | | |
|---|---|---|---|---|---|
| Sindh ... ... ... ... ... | 1,31,301 | 1,65,076 | 2,66,071 | 10,90,805 | 17,31,180 | 22,56,026 |
| Madras ... ... ... ... ... | 6,36,855 | 5,25,312 | 5,62,937 | 4,10,769 | 4,73,029 | 3,98,060 |
| British Burmah ... ... ... ... | 1,38,387 | 64,988 | 79,630 | 1,15,760 | 2,04,506 | 2,03,825 |
| Total... | 2,03,15,627 | 2,04,21,800 | 2,18,51,571 | 2,22,29,068 | 2,55,50,773 | 2,64,69,216 |
| (Indian Produce and Manufactures.) | | | | | | |
| Bengal ... ... ... ... ... | 26,44,66,482 | 31,06,87,132 | 29,21,00,984 | 30,28,96,476 | 33,17,01,748 | 33,96,69,167 |
| Bombay ... ... ... ... ... | 20,62 48,065 | 20,28,08,409 | 16,99,91,576 | 20,57,94,441 | 24,39,12,453 | 29,41,51,191 |
| Sindh ... ... ... ... ... | 1,63,29,486 | 1,62 99,497 | 94,49,231 | 1,26,12,676 | 87,20,425 | 1,76,86,803 |
| Madras ... ... ... ... ... | 6,39,06,417 | 5,51,25,530 | 6,22,40,867 | 7,12,62,827 | 6,98,89,082 | 7,54,79,479 |
| British Burmah ... ... ... ... | 3,83,50,243 | 4,65,14,764 | 5,32,95,517 | 5,69,19,872 | 6,54,05,088 | 6,55,43,335 |
| Total... | 58,93,00,693 | 63,14,35,332 | 58,70,78,175 | 64,94,86,292 | 71,96,28,796 | 79,25,29,975 |
| Total Fgn. & Indian Merchandise exported. | | | | | | |
| Bengal ... ... ... ... ... | 26,59,60,184 | 31,22,08,140 | 29,31,34,056 | 30,37,61,484 | 33,28,85,934 | 34,06,22,940 |
| Bombay ... ... ... ... ... | 22,41,63,947 | 22,09,53,825 | 18,99,01,437 | 22 55,41,167 | 26,58,70,325 | 31,68,08,723 |
| Sindh ... ... ... ... ... | 1,64,60,787 | 1,64,64,573 | 97.15,302 | 1,37,03,481 | 1,04,51,605 | 1,99,42,829 |
| Madras ... ... ... ... ... | 6,45,42,772 | 5,56,50,842 | 6,28,03,804 | 7,16,73,596 | 7,03,62,111 | 7,58,77,539 |
| British Burmah ... ... ... ... | 3,84,88,630 | 4,65,79,752 | 5,33,75,147 | 5,70,35,632 | 6,56,09,594 | 6,57,47,160 |
| Total... | 60,96,16,320 | 65,18,57,132 | 60,89,29,746 | 67,17,15,360 | 74,51,79,569 | 81,89,99 191 |
| Ditto Government Stores ... ... | 5,22,592 | 3,66,150 | 4,39,023 | 3,92,046 | 2,29,503 | 6,64,911 |
| Total Merchandise... | 61,01,38,912 | 65,22,23,282 | 60,93,68,769 | 67,21,07,406 | 74,54,09,072 | 81,96,64,102 |
| Treasure, Private. | | | | | | |
| Bengal ... ... ... ... ... | 10,38,308 | 4,47,096 | 53,65,973 | 32,76,911 | 22,01,018 | 21,55,826 |
| Bombay ... ... ... ... ... | 3,25;06,758 | 1,78,10,039 | 3,07,97,155 | 1,29,88,488 | 88,06,624 | 57,01,723 |
| Sindh ... ... ... ... ... | 1,87,950 | 1,74.625 | 3,16,301 | 2,11,640 | 2,33,860 | 5,18,305 |
| Madras ... ... ... ... ... | 55,35,971 | 29,95 073 | 23,91,094 | 27,17,273 | 28,09,761 | 25,47,914 |
| British Burmah ... ... ... ... | 1,56,811 | 1 24,523 | 84,930 | 93,967 | 42,770 | 50,100 |
| Total... | 3,94,25,798 | 2,15 51,356 | 3,89,55,453 | 1,92,88,279 | 1,40,94,033 | 1,09,73,868 |
| Ditto Government... ... ... ... | 8,73,180 | 5,58,600 | 8,66,830 | 10,63,200 | 3,10,375 | 23,600 |
| Total Treasure... | 4,02,98,978 | 2,21,09,956 | 3,98,22,283 | 2,03,51,479 | 1,44,04,408 | 1,09,97,468 |
| Grand Total of Exports... | 65,04,37,890 | 67,43,33,238 | 64,91,91,052 | 69,24,58,885 | 75,98,13,480 | 83,06,61,570 |

# APPENDIX SS.

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

*Principal Articles, including Treasure, imported in the Official Years* 1877-78 *to* 1881-82.

| ARTICLES. | 1877-78. | 1878-79. | 1879-80. | 1880-81. | 1881-82. |
|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. |
| Apparel, &c. ... ... ... ... ... ... ... | 19,21,596 | 16,17,975 | 16,79,527 | 22,41,851 | 23,61,224 |
| Arms, Ammunition, &c... ... ... ... ... ... | 2,88,338 | 2,35,691 | 3,27,063 | 2,74,291 | 3,53,162 |
| Building and Engineering Materials ... ... ... ... | 2,06,273 | 2,49,500 | 3,42,077 | 3,92,871 | 2,45,626 |
| Cabinet ware and Furniture ... ... ... ... ... | 95,996 | 58,085 | 80,814 | 1,38,568 | 1,64,606 |
| Candles ... .. ... ... ... ... ... ... | 2,33,719 | 1,40,085 | 2,26,929 | 1,93,901 | 1,90,799 |
| Clocks and Watches ... ... ... ... ... ... | 1,60,872 | 2,11,003 | 2,96,389 | 4,53,892 | 4,47,496 |
| Coal ... ... ... ... ... ... ... ... | 66,63,793 | 64,72,962 | 76,20,333 | 88,73,970 | 62,70,825 |
| Cotton Twist and Yarn... ... ... ... ... ... | 72,99,461 | 57,04,629 | 70,33,970 | 93,00,947 | 96,48,512 |
| Do. Piece Goods ... ... ... ... ... ... | 4,48,49,286 | 4,07,73,943 | 4,86,59,906 | 7,30,32,608 | 7,02,18,838 |
| Chemical Products and Preparations... ... ... ... | 4,61,755 | 4,62,828 | 4,35,274 | 6,74,586 | 5,82,272 |
| Drugs and Medicines ... ... ... ... ... ... | 11,16,868 | 11,79,155 | 12,85,145 | 15,33,220 | 15,30,539 |
| Dyeing and Colouring Materials ... ... ... ... | 9,91,886 | 7,74,993 | 11,09,627 | 17,45,700 | 13,28,501 |
| Earthenware and Porcelain ... ... ... ... .. | 3,53,593 | 3,19,982 | 3,09,139 | 4,21,134 | 5,54,175 |
| Fire-works ... ... ... ... ... ... ... | 2,25,427 | 2,51,348 | 2,75,506 | 1,74,912 | 2,90,119 |
| Glass ... ... ... ... ... ... ... ... | 13,12,351 | 15,47,851 | 14,76,588 | 19,54,638 | 23,59,538 |
| Gums and Resins ... ... ... ... ... ... | 5,56,783 | 4,80,251 | 6,53,312 | 10,19,173 | 10,60,572 |
| Hardware and Cutlery ... ... ... ... ... ... | 17,69,220 | 16,07,873 | 16,15,578 | 23,11,680 | 24,50,042 |
| Hides and Skins... ... ... ... ... ... ... | 1,50,008 | 1,37,899 | 1,63,579 | 2,78,986 | 2,54,062 |
| Instruments and Apparatus ... ... ... ... ... ... | 2,32,578 | 2,82,796 | 3,04,397 | 4,08,044 | 6,15,854 |
| Ivory and Ivory ware ... ... ... ... ... ... | 19,82,192 | 17,02,880 | 18,46,238 | 21,08,419 | 22,58,741 |
| Jewellery, &c. ... ... ... ... ... ... ... | 19,62,180 | 13,58,376 | 15,16,625 | 14,94,167 | 14,49,354 |
| Leather ... ... ... ... ... ... ... ... | 3,87,166 | 4,29,304 | 5,47,189 | 7,91,441 | 9,97,904 |
| Liquors—Ale, Beer, and Porter ... ... ... ... ... | 6,12,854 | 4,87,509 | 5,18,265 | 4,88,153 | 5,37,655 |
| Do. Spirits ... ... ... ... ... ... | 12,07,748 | 10,32,345 | 12,50,224 | 12,42,623 | 13,18,190 |
| Do. Wines and Liqueurs ... ... ... ... ... | 11,58,183 | 9,65,080 | 8,83,363 | 10,79,808 | 11,40,243 |
| Machinery and Millwork ... ... ... ... ... ... | 39,10,866 | 38,28,905 | 20,94,333 | 23,73,628 | 52,28,541 |
| Matches, Lucifer and other ... ... ... ... ... ... | 4,28,500 | 3,12,179 | 3,38,611 | 4,38,038 | 5,20,518 |
| Mats ... ... ... ... ... ... ... ... | 41,788 | 80,774 | 67,170 | 1,12,914 | 66,670 |

| | | | | | |
|---|---|---|---|---|---|
| Metals—Copper ... ... ... ... ... ... ... | 37,25,824 | 32.92,103 | 31,60,0[illegible]78 | | 35,05,542 |
| Do. Mixed or Yellow Metal ... ... ... ... ... | 19,83,531 | 14.62,075 | 19,10,07[illegible]27 | | 21,84,137 |
| Do. Iron ... ... ... ... ... ... ... | 59,20,498 | 61,85,668 | 37,16,927 | 58,18,593 | 45,78,455 |
| Do. Lead ... ... ... ... ... ... ... | 1,26,559 | 92,481 | 2,47,834 | 99,183 | 1,16,234 |
| Do. Quicksilver ... ... ... ... ... ... | 1,01,917 | 64,816 | 2[illegible]6,149 | 1,05,918 | 23,879 |
| Do. Steel ... ... ... ... ... ... ... | 4,76,972 | 3,89,374 | 3[illegible]4,834 | 3,49,686 | 8,39,599 |
| Do. Tin ... ... ... ... ... ... ... | 5,57,260 | 2,47,984 | 73,205 | 3,40,902 | 3,76,300 |
| Do. Zinc or Spelter ... ... ... ... ... | 4,23 769 | 3,23,475 | 1,64,360 | 3,88,812 | 3,09,500 |
| Oils ... ... ... ... ... ... ... | 12,90,183 | 19,05,263 | 19,56,358 | 21,87,033 | 15,07,421 |
| Paints and Colours (excluding Painters' Materials) ... | 6,24 994 | 5,33,163 | 6,19,598 | 6,39,965 | 6,09,784 |
| Paper and Pasteboard ... ... ... ... ... ... | 14,95,212 | 12,17,258 | 13,06,652 | 19,04,204 | 14,96,131 |
| Provisions ... ... ... ... ... ... ... | 45,94.196 | 43,45,077 | 44,77,622 | 38,88,851 | 45,29,135 |
| Railway Plant and Rolling Stock ... ... ... ... | 46,55,896 | 34,14,934 | 44,93,460 | 56,21,268 | 41,39,389 |
| Silk Raw ... ... ... ... ... ... ... | 55,53,803 | 42,62,991 | 52,32,087 | 87,39,536 | 57,80,509 |
| Do. Piece Goods ... ... ... ... ... ... | 26,35,906 | 32,02,753 | 32,21,965 | 58,25,889 | 50,12,226 |
| Spices ... ... ... ... ... ... ... | 13,57,625 | 11,77.609 | 15,00,607 | 16,73,139 | 14,64,156 |
| Sugar, refined and unrefined ... ... ... ... ... | 77,42.430 | 1,41,99,015 | 98,46,176 | 145,75,058 | 1,16,10,653 |
| Tea ... ... ... ... ... ... ... ... | 15,33,732 | 9.64,940 | 17,35,060 | 24,29,217 | 15,85,086 |
| Tobacco ... ... ... ... ... ... ... ... | 2,22,267 | 2,50,512 | 1,61,243 | 2,07,289 | 2,30,817 |
| Umbrellas ... ... ... ... ... ... ... | 3,45,810 | 5,35,006 | 4,19,674 | 6,42,384 | 7,52,301 |
| Woollen Piece Goods ... ... ... ... ... ... | 19,83,815 | 23,24,215 | 26,45,168 | 38,13,984 | 32,72 742 |
| All other Articles ... ... ... ... ... ... | 1,27,61,858 | 1,16,90,0.7 | 1,06,13,978 | 115,38,458 | 1,30,04,178 |
| Total... | 14,07,05,337 | 13,47,86,920 | 14,11,13,815 | 19,27,07,737 | 18,13,72,652 |
| Treasure Gold ... ... ... ... ... ... | 88,35,500 | 86,20,961 | 1.12,33,866 | 2,54,40,882 | 3,58,61,998 |
| Do. Silver ... ... ... ... ... ... | 11,07,61,664 | 3,99,53,675 | 6,90,21,621 | 4,16,60,513 | 5,42,89,057 |
| Total Treasure... | 11,95,97,164 | 4,85,74,636 | 8,02,58,487 | 6,71,01,395 | 9,01,51,055 |
| Grand Total... | 26,03,02,501 | 18,33,61,556 | 22,13,72,302 | 25,98,09,132 | 27,15,23,707 |

# FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

*Principal Articles, including Treasure, exported in the Official Years* 1877-78 *to* 1881-82.

| ARTICLES. | 1877-78. | 1878-79. | 1879-80. | 1880-81. | 1881-82. |
|---|---|---|---|---|---|
| INDIAN PRODUCE. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Coffee ... ... ... ... ... ... ... ... | 10,31,039 | 11,26,203 | 19,39,707 | 16,80,837 | 16,79,039 |
| Cotton—Raw ... ... ... ... ... ... ... | 8,22,18,918 | 5,69,88,156 | 7,57,14,996 | 9,77,71,855 | 11,88,21,738 |
| Do. Twist and Yarn ... ... ... ... ... | 68,03,657 | 88,36,653 | 1,09,01,400 | 1,26,00,943 | 1,32,39,274 |
| Do. Piece Goods ... ... ... ... ... ... | 20,32,763 | 26,72,266 | 29,88,427 | 35,79,535 | 34,79,913 |
| Dyeing and Colouring Materials ... ... ... ... | 13,40,824 | 13,77,259 | 22,65,449 | 13,87,534 | 19,43,166 |
| Grain and Pulse ... ... ... ... ... ... ... | 80,37,915 | 43,38,758 | 61,78,466 | 2,27,83,939 | 5,50,42,070 |
| Hides and Skins ... ... ... ... ... ... ... | 46,75,407 | 29,11,032 | 24,27,362 | 34,85,191 | 44,91,738 |
| Oils ... ... ... ... ... ... ... ... ... | 2,65,775 | 9,02,546 | 7,66,446 | 7,04,837 | 5,39,301 |
| Opium ... ... ... ... ... ... ... ... ... | 6,09,73,198 | 6,25,15,271 | 7,44,77,255 | 5,90,31,135 | 4,95,82,848 |
| Seeds ... ... ... ... ... ... ... ... ... | 2,07,66,946 | 1,18,09,172 | 1,11,13,215 | 2,12,60,806 | 2,88,57,831 |
| Spices ... ... ... ... ... ... ... ... ... | 10,29,630 | 12,58,114 | 13,11,517 | 12,87,084 | 10,11,183 |
| Wool—Raw ... ... ... ... ... ... ... ... | 60,61,931 | 71,71,046 | 82,59,667 | 93,36,046 | 72,86,330 |
| Do. Manufactures—Shawls... ... ... ... ... | 13,93,820 | 11,46,484 | 8,38,905 | 14,54,432 | 11,97,265 |
| Other Articles ... ... ... ... ... ... ... | 61,70,774 | 63,97,410 | 66,07,863 | 75,84,771 | 69,39,256 |
| Total... | 20,28,02,597 | 16,94,50,370 | 20,57,90,675 | 24,39,[illegible]8,950 | 29,41,10,952 |

| | | | | | |
|---|---|---|---|---|---|
| Cotton—Piece Goods ... ... ... ... ... ... | 1,04,37,951 | 1,07,48,030 | 1,02,93,054 | 1,11,11,109 | 1,24,09,288 |
| Do. Twist and Yarn ... ... ... ... ... | 5,76,025 | 4,60,858 | 4,85,095 | 4,25,255 | 4,95,155 |
| Gums and Resins ... ... ... ... ... ... | 2,78,485 | 2,70,483 | 4,42,436 | 5,02,436 | 6,65,024 |
| Ivory, unmanufactured... ... ... ... ... ... | 9,58,409 | 9,47,068 | 9,04,824 | 8,73,014 | 9,19,871 |
| Provisions ... ... ... ... ... ... ... | 9,68,400 | 9,47,686 | 9,32,563 | 9,80,011 | 9,39,939 |
| Silk—Raw ... ... .. .. ... ... ... | 4,67,874 | 5,35,138 | 8,78,809 | 6,97,757 | 5,49,723 |
| Do. Piece Goods ... ... ... ... ... ... | 1,60,169 | 1,77,728 | 1,97,337 | 2,41,187 | 2,43,707 |
| Sugar—Refined and Unrefined ... ... ... ... | 10,43,356 | 14,57,511 | 8,28,424 | 19,37,846 | 12,37,024 |
| Tea .. ... ... ... ... ... ... ... | 1,69,508 | 3,14,196 | 2,11,840 | 4,55,219 | 4,53,984 |
| Wool—Raw ... ... ... ... ... ... ... | 2,31,585 | 5,12,369 | 9,18,102 | 4,55,390 | 3,71,724 |
| Do. Piece Goods ... ... ... ... ... ... | 79,767 | 89,306 | 1,00,648 | 1,41,472 | 1,55,367 |
| All other Articles ... ... ... ... ... ... | 27,73,887 | 34,54,700 | 35,47,800 | 41,56,942 | 42,16,020 |
| Total... | 1,81,45,416 | 1,99,15,073 | 1,97,40,932 | 2,19,77,638 | 2,26,56,826 |
| Treasure—Gold ... ... .. ... ... ... ... | 1,07,08,640 | 2,27,63,724 | 29,19,541 | 71,375 | 47,992 |
| Do. Silver ... ... ... ... ... ... ... | 71,01,399 | 80,33,431 | 1,00,68,947 | 87,32,999 | 56,49,621 |
| Total Treasure... | 1,78,10,039 | 3,07,97,155 | 1,29,88,488 | 88,04,374 | 56,97,613 |
| Grand Total... | 23,87,58,052 | 22,01,62,598 | 23,85,20,095 | 27,47,30,962 | 32,24,65,391 |

# APPENDIX TT.

## SHORT LENGTHS AND THE MAKING UP AND STAMPING OF PIECE GOODS.

No. 241 OF 1882.

BOMBAY, *September*, 1882.

To the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—The Native Piece Goods Merchants' Association of Bombay have had before them many of the English newspapers giving the discussions of several Chambers of Commerce on the reprehensible practice of selling goods purporting to be a certain length and width when they are not really so, and have noticed that nothing has resulted. They, therefore, have determined to take the matter into their own hands with a view to putting a stop to this dishonest practice, and to this end have resolved as follows :—

"That the members of the Association do give notice by telegraph, through the houses with whom they do business that on or about the 25th instant, all cloths ordered or purchased by them must be stamped with the actual length in yards, the measure of a such a yard to be 36 inches ; failing which they will not be accepted."

"2. The members of the Association have also pledged themselves not to purchase any goods shipped after 1st November next, which may be offered to them for sale in Bombay, on which the length is either improperly stamped or altogether omitted.—I have, &c.,

DAMODUR GOCULDAS, Deputy Chairman.

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No. 197 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 30*th September*, 1882.

The DEPUTY CHAIRMAN, BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

DEAR SIR,—I have to thank you for your letter in which you inform the Chamber of the resolutions that have been passed by your Association with the view of putting a stop to the practice of either improperly stamping the lengths on imported goods or not stamping them at all.

In reply, I am instructed by the Committee of the Chamber to say that your action in this matter has their warmest sympathy, and they trust it will be effectual in bringing about the result desired.

They beg to suggest, however, that in your second resolution after

the word "shipped" you should insert the words "or manufactured either here or abroad." The custom of stamping improper lengths, the Committee understand, prevails very extensively among some of the manufacturing companies here, and if the honest and fair trader is to be properly protected, this can only be done by making the rule universally applicable.—I remain, &c.,

D. WATSON, Acting Secretary.

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No. 322 OF 1882.

MANCHESTER CHAMBER OF COMMERCE, 16*th November*, 1882.

The SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to the correspondence that took place between this Chamber and the several Chambers of Commerce in India during last year, regarding the lengths, making up, and stamping of goods, I have to hand you copy of my letter of 3rd instant to the Bombay Native Cloth Dealers Association, in reply to one received from that body, enclosing a resolution on the subject.

At a General Meeting of this Chamber, held on the 13th instant, the question was fully discussed, and the members unanimously adopted the following resolution :—

"That this Chamber approves the resolution of the Bombay dealers not to buy goods that do not bear the actual lengths plainly stamped, and recommends its members to support that action."

I am to express the gratification of my Directors that similar support has been accorded by your Chamber, together with the hope, that the measure initiated at Bombay may shortly lead to complete repression of the evil complained of.—I am, &c.,

THOS. BROWNING, Secretary.

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MANCHESTER CHAMBER OF COMMERCE.

The annexed is copy of resolution received by the Manchester Chamber of Commerce from the Bombay Native Piece Goods Merchants' Association, and on the other side is copy of the Chamber's reply :—

*Copy of Resolution passed by the Bombay Native Piece Goods Merchants' Association.*

28*th September*, 1882.

1st. "That the members of the Association do give notice, in writing*, through the houses with whom they do business, that on

* NOTE.—As originally drawn the notice was to be given by telegram and was subsequently altered as above

or after the 25th instant all cloths ordered or purchased by them must be stamped with the average actual length in yards, the measure of such a yard to be 36 inches ; failing which they will not be accepted."

2nd. "That members of the Association have also pledged themselves not to purchase any goods shipped after 1st November next which may be offered to them for sale in Bombay, on which the length is either improperly stamped or altogether omitted."

MOUJEE PREMJEE TOOLSIDAS, Secretary,
Bombay Native Piece Goods Merchants' Association

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*Copy of Letter from the Manchester Chamber of Commerce, Nov., 3rd 1882*

To the CHAIRMAN of the BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION, Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter of the 6th ultimo, handing copy of a resolution adopted by your Association regarding the stamping of lengths on piece-goods of all descriptions and to express gratification on the part of my Directors at the response now, of the Bombay piece goods merchants to the efforts made by this Chamber in the early part of last year with a view to putting an end to the reprehensible practice of so manipulating short length goods, as to give them the appearance of being the usual full lengths.

My Directors are of opinion that the resolution passed by your Association precluding its members buying goods which do not bear the length plainly stated, either by stamp or ticket, is well calculated to repress the malpractices complained of. They are, however, informed that whilst the regulation was to come in force as regards goods shipped from this side on and after the 1st instant, it was not to be applied to the production of the Bombay Mills until after the lapse of six months. There is a very general belief here that a great portion of the blame for the irregularities in lengths attaches to the Bombay millowners, and their exemption from the operation of the resolution of your Association for so long a period cannot fail to be attended with great risk of its ultimate abandonment.

My Directors, therefore, would respectfully urge on your Association the extreme desirableness of immediately applying the resolution to all goods imported and home manufactured alike.

With a view to furthering the object aimed at, your letter and this reply shall be given to the local press, and the subject will be brought before the quarterly General Meeting on the 6th instant. After that date this Chamber will further communicate with the several Chambers of India.—I have, &c.,

GEO. LORD, President.

No. 241 OF 1882.

BOMBAY CHAMBER OF COMMERCE, 6*th December*, 1882.

The SECRETARY, MILLOWNERS' ASSOCIATION, Bombay.

DEAR SIR,—It is no doubt within your knowledge that the question of manufacturing staple goods of shorter lengths than those they are generally represented to be, and of even folding and stamping them so as to impose upon the consumer, is a subject which has occupied the attention both of this and the Manchester Chamber, and also the local Piece Goods Dealers' Association.

It has been the wish of these bodies to do all that lies in their power to put an end to this practice as it is one both unjust to the fair trader, and at the same time likely in the end to tell upon the interests of the trade itself. Steps have, therefore, been taken which, it is hoped, will be effectual in putting an end to it with regard to goods imported from England.

It has been represented to the Chamber, however, that the custom above referred to extensively prevails among the mills of this city, and that it is the continuance of it among them that makes any rule with regard to the other goods difficult, if not impossible, to enforce in practice. Under these circumstances, I am requested to write to your Association, and to ask your co-operation in endeavouring to put an end to the evils referred to.

The Committee will be glad to hear what are the views of your Association upon the point, as they are convinced that you could bring powerful influence to bear in putting a stop to it.

D. WATSON, Acting Secretary.

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BOMBAY MILLOWNERS' ASSOCIATION,
BOMBAY, 21*st December*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have submitted to the Committee of the Millowners' Association your letter of the 6th instant regarding the practice of improperly stamping goods.

A similar communication has also been addressed to them by the Bombay Native Piece Goods Merchants' Association, and I am directed to enclose, for the information of the Chamber, a copy of their reply to that body.

The Committee desire me to say that they will gladly co-operate in any steps which are taken to put an end to the practice complained of. They have always felt that its continuance would eventually injure the trade itself, and for some years back the millowners have attempted to do away with the practice by making and stamping goods with the actual lengths in yards, but their efforts, which received no encouragement from the dealers, have never been successful.

The evils referred to were introduced by the dealers themselves,

in whose hands the remedy lies; and the Committee believe that if the Native Piece Goods Merchants' Association will earnestly and strictly enforce their proposed measures, in the case of the cloths produced by the mills generally, there will be little difficulty in effectually putting a stop to the practices complained of.—I remain, &c.,

J. GORDON, Secretary.

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No. 2 OF 1883.

BOMBAY MILLOWNERS' ASSOCIATION, 21*st December*, 1882.

DAMODHUR GOCULDAS, Esq., Deputy Chairman of the Bombay Native Piece Goods Merchants' Association.

DEAR SIR,—The Committee of the Millowners' Association have had under consideration your letter of the 10th October last, together with the circular of the 25th September, which accompanied it.

They direct me to state, in reply, that they highly approve of the efforts which are being made by your Association to put an end to the practice of improperly stamping goods, and that they will be happy to co-operate with you in the endeavour to attain this most commendable object.

The Committee, however, do not believe that any efforts will avail to put an end to the practice until the dealers take the initiative. The practice was, as you are doubtless aware, introduced by the dealers themselves, and it is entirely in their hands to remedy the evil, as the millowners who sell by weight and not by piece, and who are therefore in no way benefitted by it, can only manufacture such goods as the dealers require. If the dealers persistently refuse to purchase goods, which are not made of the lengths required by them, the mills will not make such goods, as they are unsaleable, and the millowners cannot afford to keep the goods in stock.

The millowners of this Presidency have always felt it very desirable, in the interest of the trade itself, that goods should bear the stamp of the actual length in yards, and during the last five years attempts have been made by them to introduce this practice but without success. Many of the mills, with this object in view, made and stamped with correct lengths large quantities of goods, but they have received so little encouragement from the dealers that the mills have in nearly every instance been unable to sell them, and to this day the goods remain in their hands.—I remain, &c.,

J. GORDON, Secretary.

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No. 7 OF 1883.

BOMBAY CHAMBER OF COMMERCE, 22*nd January*, 1883.

The DEPUTY CHAIRMAN, BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

DEAR SIR,—In continuation of my letter of the 30th September regarding the lengths and stamping of goods, I am directed by the

Committee of the Chamber of Commerce to enclose a copy of the correspondence which has passed between the Chamber and the Millowners' Association on the subject.

From this correspondence you will observe that the Millowners' Association are prepared to co-operate in any steps which are taken to do away with the practices complained of; and the Committee of the Chamber therefore trust that as the remedy appears to lie with the dealers in local-made cloth, your Association will strictly enforce the measures which they propose adopting to put an end to the evil referred to.—I remain, &c.,

J. GORDON, Secretary.

BOMBAY:

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